

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 11.]

SATURDAY, MARCH 18, 1871.

[WHOLE No. 1,821, VOL. XLIV.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Kansas Pacific Railway	290
Atchison, Topeka and Santa Fe Railroad	291
Northern Central Railway	291
Imports of Dry Goods	293
Savannah and Charleston Railroad	293
Railroad Earnings	296
Federal and State Securities	296
Dividend and Interest Tables	294, 297
Railroad Share List	302
Stock Exchange and Money Market	309
Jacksonville, Pensacola and Mobile Railroad	311
Journal of Railroad Law	312
Union Pacific Railroad	289, 312

such time and attention as may be needful, in connection with the board and its officers, to insure a proper management of the affairs of the company.

In order that we may understand in brief form the present condition of the company, I have made the following summary from the official records as presented to me by the heads of departments:

REVENUE—EARNINGS, 1870.

January 1 to June 30	\$8,794,727	91
July 1 to December 31	3,830,549	20

Total.....\$7,625,277 11

EXPENSES.

January 1 to June 30	\$2,740,472	27
July 1 to December 31	1,986,942	51

.....\$4,677,414 78

Net earnings.....\$2,947,862 29

Interest upon bonded debt, including 10 per cent. income bonds (but exclusive of land grant bonds).....2,831,123 00

Leaving surplus.....\$116,739 33

LAND DEPARTMENT. Bonds 7 per cent, current, \$10,000,000; annual interest, \$700,000.

LAND SALES. 292,900 acres; proceeds, \$1,306,566; average price per acre, \$4 46.

On account of these sales the company

has received and redeemed land grant

bonds to the amount of.....\$736,000

For the remainder the company holds land notes maturing in one, two or three years, with accrued interest.....576,650

.....\$1,812,650

The condition of the land department may, therefore, be stated thus:

Bonds.....\$10,400,000

One year's interest thereon.....728,000

.....\$11,128,000

Principal reduced by bonds

redeemed.....\$736,000

Land notes on hand.....676,650

.....\$1,312,650

Showing an absolute reduction, after providing an amount equal to the interest upon the entire debt in the land department, of \$584,650.

The Co. is entitled, under the grants from government after deducting the total lands pre-empted before passage of the act, to 12,080,000 acres.

From which deduct amount here-tofore sold.....292,883 acres.

Leaving on hand as an asset.....11,787,117 " which, at an average value of two dollars per

acre, being twenty per cent. below the minimum government price for adjoining lands owned by it, should yield the gross sum of \$23,574,234. So much thereof as may be required to be applied to the payment or redemption of the land grant bonds and the interest thereof, and the balance will go into the treasury, as received from time to time, for the benefit of the stockholders.

In going over the data submitted to me I find, as before stated—1st, That the gross earnings for the past year show an aggregate of \$7,625,277 11. 2d, That the average expenses for the last six months of the year, during which the working organization was reduced to meet existing wants, have been, per month, \$823,000. At the same time the road has been thoroughly maintained and operated efficiently for that cost, being about fifty-two per cent. of the gross earnings. It shall be the effort of the management to provide for a largely increased traffic and keep the expenditures of the year within this limit. Satisfactory assurances have been received from Mr. Sickles, Chief Engineer and Superintendent of the line, that this can be effected.

The arrangements recently perfected with the steamship lines upon the Pacific coast, and the steady growth of California in wealth and population, must result in a satisfactory increase of through traffic. To this may be added a large increase of local traffic, caused by the rapid development of the rich mining districts of Utah, Colorado, Montana and other territories, the traffic of which (supplies as well as productions) must to a large degree pass over your line.

From present indications it would seem reasonable to estimate the gross receipts of the coming year at a minimum of.....\$9,000,000. With a cost of maintaining and operating the line on this increased earning of not exceeding, say.....4,500,000. Leaving as net receipts to be applied to interest and dividend, if so directed by the Board, exclusive of the operations of the land department of.....4,500,000

The completion of the bridge across the Missouri River at Omaha within the present year, and for which the means have been provided by the sale of bridge bonds as specially authorized by act of Congress, will greatly facilitate the movement of traffic and relieve the public from the serious delay and annoyance incident to transfer by ferry.

The operations of the line for the first twenty months of its existence as a completed road show net earnings sufficient to meet the interest upon its entire bonded debt. This result cannot but be deemed, by all practically versed in the history of new railway lines, as indicating a successful

future. The yearly increase of traffic, costing but little additional to transport and therefore yielding a large percentage of net revenue, must soon give a value to your property not readily appreciated at present.

Philadelphia Scale Works.

We have been examining, with a great deal of interest, the extensive scale works of the Messrs. RIEHLE BROS. at Ninth and Coates streets, Philadelphia. We find they are making many new improvements, and display a great deal of taste in their mode of operations; their using the finest materials, and sparing no expense in finishing their work perfectly, are proofs of it. We know of no scales, especially their patented ones, that are superior to them, which fact has been more or less acknowledged by many of the largest concerns in the country, who have become their constant patrons, as is to a great extent, proved by the many letters of recommendation which they hold. Scales that are made merely for sale, do greater injury than good, and should not be used, as it is impossible for a scale made in a rough or careless manner, to weigh uniformly and accurately. The Messrs. RIEHLE BROS. have long maintained a reputation for the carefulness of their workmanship, and they have it in their power to make scales, which can take rank with any in this city, from the fact of their having their steam works and iron and brass foundries connected together in their business. Their workmen, too, are all hands of long experience. The Philadelphia Scale Works ranks among the oldest of its kind; having been established in 1846. We would like to say a word in praise of their testing machine, for ascertaining by actually weighing the breaking strain of metals, chain, rope, &c. The experiments with it are very interesting and useful. They have made several for different pipe founders in this region, and for car works at St. Louis, which are giving the greatest possible satisfaction. Also a word in favor of a reliable mortising machine, made in a substantial manner, but time and space will not permit. A handsome railroad track scale, lately put up by them, (80 feet long), can be seen at the North Pennsylvania Railroad, Berks and American streets; also, a dormant scale, at Messrs. Washington Butcher & Sons, Front street, worth examining.

Kansas Pacific Railway.

This company has been actively engaged during eight months of the year, in the construction of that portion of its Main Line known as the "Denver Extension." On August 15th, the road was completed between Kansas City, Missouri, and Denver, Colorado, a total distance of 638.6 miles. Of this distance, about 210 miles of track were laid in 1870.

The following is a general exhibit of the earnings and expenses of the transportation department, for the year ending December 31, 1870:

EARNINGS.

Freight—Ordinary	\$1,707,586 60
Government	148,867 49
Denver extension	385,965 80
	2,242,419 89
Passenger—First class	\$857,020 00
U. S. troops	96,220 32
Expresses	52,886 21
U. S. Mails	73,476 32
	1,078,602 85
Miscellaneous—Rents	\$286 00
Individuals and companies	33,943 16
Sundry sources	5,534 71
	39,763 87
Total gross earnings	\$3,360,786 61

DISTRIBUTION.		
Mdse and passenger traffic	\$2,657,256 68	
Government business	317,564 13	
Denver Extension	385,965 80	
Total, as above	\$3,360,786 61	

EXPENSES.		
Conducting transp	\$653,586 04	
Motive power	875,765 65	
Maintenance of cars	220,752 03	
Maintenance of way	592,526 72	
General expenses	137,410 02	
	2,480,040 46	

Net proceeds to balance \$880,746 15

The average length of road in operation during the year was 551 $\frac{5}{8}$ miles, and the gross earnings per mile, \$6,097 91. In 1869, the gross earnings per mile were \$5,075 48—increase per mile in 1870, \$1,022 43.

The earnings from merchandise and passenger traffic in 1870, were \$2,657,256 68; do., in 1869, \$1,703,415 92—increase in 1870, \$953,840 76.

The transportation of live stock has increased largely over any preceding year, and has become an important branch of the business of the road. The total shipment of live stock in 1870, was 6,542 car loads, or 130,840 head; do., in 1869, 2,500 car loads, or 50,000 head—increase in 1870, (nearly 162 per cent.) 4,042 car loads, or 80,840 head.

The live stock driven from Texas have heretofore reached the line of road at points east of Ellsworth, but since the completion of the road to Denver, there is every promise of a heavy movement of cattle from Texas, Southern Colorado and New Mexico, over the whole length of the line.

The operating expenses of the road have been about 78 per cent. of the gross earnings, an increase of 11 per cent. over the preceding year. This increase in expenses has been due to the operation of the new road rapidly extended into an uninhabited country, without any immediate corresponding increase of business; to the large expenditure incurred in providing permanently against winter snows; and to the high rates which the company has been compelled to pay for fuel at the western end of the line. A very large reduction has since been secured in the cost of fuel in Colorado (amounting to a saving of \$6 per ton, or about \$450 per day) by the completion of the Boulder Valley Branch of the Denver Pacific Railway, direct to one of the best coal mines in the Territory. The control of the Denver Pacific and Boulder Valley Roads being in this company, insures their operation in harmony with it.

In view of the completion of the road to Denver, the prospective growth of trade with Colorado and the Pacific Coast, the active settlement being made on the lands along and tributary to the road, and the assurance of a cheap and abundant supply of good fuel, we believe, that with economical management, the operating expenses of the road will not hereafter exceed 60 per cent. of the gross earnings. The earnings in 1870 exceeded the estimate made in the Annual Report, published at the beginning of the year, by over \$300,000, and we are satisfied that the estimate then made of \$4,000,000 of gross earnings for 1871, will be fully realized. We estimate the net earnings from the Transportation Department, for 1871, at \$1,600,000.

The total Land Grant of the Company aggregates about 6,000,000 acres, of which about 5,300,000 acres were unsold December 31, 1870.

3,000,000 acres, lying between the 380th mile post and Denver, are included in the mortgage for \$6,500,000, dated June 20, 1869, known as the "Denver Extension Mortgage," and the remainder of the lands unsold July 1st, 1870, are covered by the Land Grant Mortgage of that date for \$2,000,000.

1,503,565 acres of these lands have been appraised and placed in the market, at an average price of \$3.10 per acre.

The total sales of lands and lots in 1870, were 124,168 acres for \$389,106 68, or an average of

\$3 13 per acre. Cash collections from land sales during 1870, were \$217,520 31, and bills receivable, outstanding December 31st, \$1,120,905 86.

By the terms of the mortgage of July 1st, 1870, the proceeds of all sales of lands after that date are placed in the hands of the Trustees for the purchase and redemption of the Bonds issued thereunder. Sales of lots and lands, under this trust, from July 1st to December 31st, aggregate 27,246 acres and 139 town lots, for the gross sum of \$111,234 16, of which \$41,472 86 was cash and \$69,761 30 was bills receivable. The 2,000,000 acres of land covered by this trust, estimating from sales already made, and the appraisements placed upon the unsold tracts, will probably yield to the company, after the payment of the \$2,000,000 of Bonds issued thereon, a net amount of from \$2,000,000 to \$2,500,000, which will in time inure to the Capital Stock. A portion of the 3,000,000 acres of land, chiefly in Colorado, which are included in the mortgage of June 20th, 1869, for \$6,500,000, have been appraised and placed in the market, and it is believed that from these lands a sum will ultimately be realized sufficient to take up the bonds long before maturity.*

* Sales of 5,575 acres of these lands since January 1, 1871, average \$5 76 per acre.

CAPITAL STOCK AND FUNDED DEBT.

Capital stock authorized by law	..... \$10,000,000
Capital stock issued, 177,450 shares	
\$50 each	..... 8,872,500

INTEREST BEARING BONDS.

First mortgage 30 year bonds, authorized by Pacific Railroad Acts of Congress, bearing interest at 6 per cent. in gold, payable semi-annually, secured on 393 $\frac{5}{8}$ miles of Main Line.	\$6,303,500
First mortgage 30 year Leavenworth Branch Bonds, bearing 7 per cent. interest in currency, secured on 34 miles of road between Leavenworth and Lawrence	600,000
Land Grant Bonds, bearing 7 per cent. interest in currency, not secured on road but upon 1,000,000 acres of land between 140th and 240 mile posts, (\$126,000 maturing March 1st, 1871, balance March 1st, 1876) outstanding	318,000
First mortgage 30 year Railroad and Land Grant Bonds, dated June 20th, 1869, secured on main line, from 393 $\frac{5}{8}$ mile post to Denver, at 638 $\frac{1}{16}$ mile post, and on 3,000,000 acres of land, bearing 7 per cent. interest in gold, free of U. S. taxes	6,500,000
First mortgage 10 year Land Grant Bonds, secured on all land unsold July 1st, 1870, lying east of 380th mile post, (not less than 2,000,000 acres,) bearing interest at 7 per cent. in gold, free of U. S. taxes	2,000,000
	\$15,721,000

U. S. GOVERNMENT SUBSIDY BONDS.

Second mortgage on 393 $\frac{5}{8}$ miles of main line; principal payable in 30 years in currency, interest 6 per cent. in currency, payable only by retention in the United States Treasury of one-half of charges for Government transportation 6,303,000
--	-----------------

INCOME BONDS.

Principal payable in 50 years, interest 7 per cent. currency, payable from net earnings only 4,275,350
--	-----------------

The Railroad and Lands owned and controlled by this company, consist of—

Miles.	
Main Line, Kansas City to Denver	..... 638 $\frac{1}{16}$
Branch, Lawrence to Leavenworth	..... 34
Total miles of Kansas Pacific Railway	..... 672 $\frac{1}{16}$
Controlled by purchase of Stock and Lease	

Denver Pacific Railway, Denver to Cheyenne, 106

Denver and Boulder Valley Branch, 15

Total miles owned and controlled, 798 1/2

Kansas Pacific Railway Lands, unsold (about) 5,300,000 acres.

ASSETS AND LIABILITIES.

The assets of the company, in addition to the railway structure and equipments, and the lands as enumerated above, are as follows:

Notes for lands sold prior to July 1st, 1870	\$1,058,691 02
Cash and notes received from lands sold under Trust Deed of July 1st, 1870	111,234 16
75 Seven per cent. Kansas Pacific Land Grant Bonds	75,000 00
345 Kansas Pacific Income Bonds	345,000 00
81 Six per cent. Kansas Pacific 1st mortgage bonds	81,000 00
Live stock and supplies on hand	871,014 68
Stock of National Land Company and bills receivable	75,520 87
Cash from U. S. Government for transportation	1284,482 13, one-half due to Co.
Cash in hands of paymaster	142,241 07
Collections in hands of ticket and freight agents	17,345 57
Real estate unencumbered, at cost	153,397 56
15,000 shares stock Denver Pacific Railway and Telegraph Co., \$100 per share	95,612 12
	1,500,000 00
	\$4,026,057 05

The Liabilities, in addition to the Funded Debt, are:	
Vouchers and pay-rolls	\$420,680 51
Bills payable (less proceeds of Land Grant Bonds sold)	430,347 54
Notes of company given in settlement with Contractors, due in 1872, 1873 and 1874	582,400 00
Coupons not presented	7,991 00
Due on Denver Extension Account	11,994 69
Due foreign roads	86,830 13
Due sundry creditors	250,533 86
	1,790,777 23

Excess of assets over liabilities, \$2,235,279 82

By order of the Board,

JOHN D. PERRY, President.

St. Louis, Feb. 20, 1871.

Atchison, Topeka and Santa Fe Railroad.
The St. Louis *Journal of Commerce* says, in a recent issue, that this road is in a very prosperous condition. The Company's charter extends from Atchison to the western boundary line of the State of Kansas—in general direction toward Santa Fe; with the land grant of ten sections per mile. The road is in operation from Topeka to Emporia, sixty-two miles, and under contract to Florence at the mouth of Doyle Creek, forty-five miles west of Emporia. The material is on hand, at Emporia, to complete this forty-five miles and the work is being pushed rapidly forward, and the road will be opened to that point by the 1st of May next. At Florence the road strikes the great western Texas cattle trail, and being a short line to St. Louis will become a favorite route for the drovers who are dealing extensively in Texas cattle. Engineers are staking out work for another section of thirty miles west of Florence, which will be placed under contract at once. The iron for this thirty miles (English fifty-six pound punched for fish-bar) has been purchased for cash. This will complete the road to the Arkansas

River, to which point the Company expects to run trains by July 1st. The road-bed, stock and equipments are all first class, in every respect. The material has been bought for cash, and the Company has not a dollar of floating debt. The gross earnings of the road for five months since the road was opened to Emporia were \$168,721 21, and the running expenses are less than fifty per cent. One hundred stock cars have been ordered, in addition to their already liberal supply of rolling stock. This company have near Topeka 75,000 acres of the justly celebrated Pottawattamie reserved lands, which were acquired by purchase, now open to sale on five years' time; and they will have from four to five hundred thousand acres of granted lands in market by the first of March. We notice that the Acting Commissioner of the General Land Office has, by direction of the Secretary of the Interior, issued instructions to the District Land officers at Augusta and Junction City, Kansas, directing the withdrawal of the lands issued to the Atchison, Topeka and Santa Fe Railroad under act of March 3, 1863, for that part of its line route from the north of the Osage Indian Trust Lands, near the junction of the Arkansas and Little Arkansas rivers, to the west line of the range twenty-four west on the Arkansas river, in the State of Kansas.

so formerly and taken into the accounts. The money received for freights and passengers over the Cumberland Valley Railroad Bridge at Harrisburg, and the tolls paid to the Erie Railway Company for the use of a portion of their track at Elmira, together with the tolls paid the Chemung railroad, are of a like character, and have heretofore swelled both the receipts and expenditures beyond the reality. This year, while our receipts are almost identical with those of the preceding year, a comparison with last year's report would show a decrease of between one and two hundred thousand dollars in receipts and expenses against the business of the present year. This apparent falling off is, however, unreal, and is caused by the change in the accounts as they are now kept. With this explanation we omit the usual comparison of the receipts and expenditures with the previous year.

There were carried during this year 1,109,249 passengers, and in 1869 1,137,694, a decrease of 28,445. We moved in 1870 3,680,765 tons of freight and in 1869 3,418,332, showing an increase in tonnage of 267,433 tons. The price received for moving one ton one mile in 1870 was 1.90 cents, being $\frac{1}{4}$ of a cent less than in 1869. Had the rates of freight been equal to those of the last year this tonnage would have given us an additional net profit of \$378,804 23. The operating expenses were 68.8 per cent. of the receipts, being 1.8 per cent. less than the previous year.

The road and its equipment has been kept in excellent condition. No expense, consistent with proper economy, has been spared to maintain and improve it, and we have again the satisfaction of reporting that another year has passed without any accident to a passenger.

In our last report we referred to efforts we were making to secure a more reliable coal traffic. We are glad to say that we have succeeded in increasing that branch of the business very materially. The coal transported over the main line this year reached a total of 691,498 tons, against 535,546 in 1869, an increase of 155,652 gross tons. Of this increase 26,849 tons went to the City of Baltimore, the totals to that point being 175,425 tons. The balance of the increase was distributed over and along the whole road.

The business of the leased lines has been generally satisfactory. The coal tonnage of the Shamokin division was 491,514 tons, an increase of 22,550 tons over 1869. The general trade of the Elmira division has been somewhat injured by the competition of the Lehigh Valley railroad to Elmira, which competes with us for the trade of that region to Philadelphia, and for the coal trade going North. The coal tonnage of the Elmira division for this year was 138,960 tons; for 1869 it was 153,099 tons, a decrease of 14,139 tons. During the past year a very valuable deposit of bituminous coal has been discovered near Ralston, on the line of this road, and already a company has been formed and a large amount of money expended on the development of the property. That company is now shipping coal, and we have every reason to expect a considerable revenue from this source, and, at the same time, obtain fuel for our engines much cheaper than we have been able to purchase it heretofore.

The mortgage for \$175,000 of the "York and Cumberland railroad," due on the 1st of May, 1870, has been paid, leaving a balance in the sinking fund of \$721,500. There now remains but one mortgage on that portion of the line, to wit, \$500,000 guaranteed by the City of Baltimore, which matures January 1, 1877. The resources of the general sinking fund will be more than sufficient to meet that liability when it falls due.

The large increase in our equipment during 1869 has been ample to meet the demands on us during the past year, and we hope by proper management of the rolling stock to meet any ordinary increase of tonnage without being compelled to make additional purchases during the present year.

There has been added to the construction account during the year \$453,298 78, to equipment

account \$27,315 10, to real estate account \$21,519 25, making a total of \$502,128 08 charged to the principal accounts. The charges to construction have been for work on the new line in Baltimore. This we had hoped would have been completed during the year, but owing to the failure of the parties who contracted to build the iron bridges to have them ready by the time specified in the contract, the work has been very much delayed, and cannot now be ready for use before the first of May next. Upon the completion of this work our heavy expenditures will cease, and, with it finished, we shall not only be able to do a much larger business over the entire road, but to do it much more satisfactorily and much more economically. The necessity for increased terminal facilities was fully demonstrated during the busy season of the year, when for weeks we were compelled to use several miles of the main tracks to store loaded cars, some of which remained loaded for more than a month, during which time, of course, the patrons of the road were kept waiting for their freight, and the company lost the use of these cars.

It is now ten years since the present board first became connected with the road as its managers. Its reputation at that time as a desirable route for travelers, or as an expeditious channel for the transportation of freight, was any thing but enviable, while its financial condition can best be stated by quoting an extract from the report of John S. Gittings, Esq., its then retiring President. In speaking of the finances he said: "To meet our engagement with the State of Maryland, pay the interest on our bonded debt, meet the floating debt, pay for the material, rolling stock and cars absolutely required, is impossible." The bonds of 1860, with three coupons unpaid, were then selling for 45 cents on the dollar. They are now a favorite investment at 93. The stock was selling at \$14 per share, with but few individuals reckless enough to purchase at that figure. In making up the statement for this year the growth of the business of the road suggested the propriety of making a comparison between the business of 1870 and that of 1860, together with a comparison of the financial condition of the company then and now.

The gross receipts of the main line in 1860 were..... \$964,621 30

The gross receipts of the main line in 1870 were..... 2,898,623 68

Showing an increase in ten years of \$1,934,002 38

The net revenue in 1860 was..... \$288,627 17

The net revenue in 1870 was..... 1,042,713 02

Increase of 1870 over 1860, net.... \$759,086 15

The number of passengers carried in 1860 was..... 363,076

The number of passengers carried in 1870 was..... 719,663

Increase of passengers carried in 1870 was..... 356,587

Number of tons of freight carried in 1860..... 592,769

Number of tons of freight carried in 1870..... 1,736,447

Increase of tons of freight carried in 1870..... 1,142,678

The total number of cars of all descriptions in 1860 was 1,764, and the general superintendent reported a large number of these unfit for service, and requiring to be rebuilt during the year 1861, because, as he said, "they had been running from twelve to eighteen years." The total number of freight cars now on the road is 5,648, and all in first-class order. The total number of engines belonging to the company in 1860 was 36. In 1870 we have 131. The road bed, track, bridges and the whole superstructure were in a deplorable condition, and to get a train over the line without a mishap of some character was an event which was said to inspire rejoicing among the officials

and employees. To make a trip on schedule time was a exploit closely allied to impossibility, and therefore never attempted. The present condition of your property will compare favorably with any road in the United States. The total indebtedness in 1860, including stock, bonds and all other liabilities was \$8,693,950 07, which was represented by a single track railroad of 138 miles in length, in bad condition and poorly equipped, with a trade producing a net revenue of \$288,627 17, a sum insufficient for paying the interest on the funded debt alone, leaving the stockholder in great doubt as to whether his shares had any intrinsic value whatsoever.

The total indebtedness in 1870 is \$14,530,903 89, and in addition to the single track of 138 miles, in excellent condition, you have 80 miles of double track, 30 miles of sidings, with 30 miles additional graded and ready for the double track; you have also an equipment that could not be replaced to-day for less than \$4,500,000, real estate not necessary for the uses of the company worth a million of dollars, and a regular and legitimate trade yielding a net revenue of \$1,042,713 02, a sum sufficient to guarantee dividends on your capital stock beyond all doubt. The trade and travel which we now enjoy has been built up against strong competition, and no fear need be entertained of its being diverted from us. The policy pursued for some years past of carrying freights at low rates we shall continue to adhere to, believing that much of our prosperity flows from that sound policy. And we have no fears that the next ten years will not show as gratifying a result as the last decade has presented.

We have heretofore avoided speaking of the importance of the business of this road to the city of Baltimore, because we believed that time would show to every fair-minded person that this line was not only important, but the most important railroad connection enjoyed by that city. We should have continued our silence but for the repeated oratorical efforts of the self-appointed railroad king of this State, whose custom it has been to magnify the importance of the Baltimore and Ohio Railroad, and belittle the Northern Central Railway by constant attacks upon it, and to endeavor to excite prejudice against it because of the interest the Pennsylvania Railroad Company holds in its stock. All will remember when the struggle took place between the Baltimore and Ohio Railroad Company and the Pennsylvania Railroad Company for the control of this road, the persistent efforts of the president of the first-named company to control it by inducing his friends to invest their money in what was in reality then a bankrupt concern—stimulating prejudices against the road and its connections, and rendering its management subservient to the interests of his own line, and thus preventing any recovery from its temporary bankruptcy. The president of the Pennsylvania Railroad Company, instead of indulging in forensic display, seeing that the road had intrinsic value, and knowing that if it was kept open for trade to and from Baltimore it would prove profitable, purchased the stock for his company, and has, up to this time, realized more than twelve per cent. per annum on his investment.

It is time some facts should be given to the people that they may see that this road is not controlled by the Pennsylvania Railroad Company for the purpose of diverting to Philadelphia trade which, under a different management, would go to Baltimore. This road is managed to give trade to the Pennsylvania Railroad which desires to seek Baltimore for a terminus; and so well is this understood by that company that it could afford to hold its stock in this company without any dividend return, receiving from the Baltimore trade which passes over a large extent of their line a sufficient profit to pay a good interest on its investment. The connections of the Baltimore and Ohio Railroad are being constantly referred to as something remarkable. The truth is, that its connections westward are nothing when compared to those of this road. We connect with and have the right to make rates to all points

reached by the Pennsylvania Railroad. And a connection by its lines is a very different thing from the connections of the Baltimore and Ohio Railroad. The Pennsylvania Railroad Company owns and controls its lines from the Delaware and the Chesapeake to the Mississippi. The Baltimore and Ohio connects from the Chesapeake with the interior of Ohio, and from that point makes rates by sufferance.

If it is important to Baltimore to connect by rail with the great West, it is not difficult to see which of the two lines is the most valuable to her. During the past year the shipments of coffee, canned fruits and oysters, sugar and syrup alone over the Northern Central railway from Baltimore to the West reached the considerable total of 110,918,440 pounds; and of this aggregate we carried forty-two per cent. of all the coffee received in Baltimore for that year, leaving the home consumption, the Southern demand, the local sales, and the Baltimore and Ohio Railroad to manage the balance. Is it probable that if the Northern Central railway did not exist, or if it were owned by the Baltimore and Ohio Railroad, that the trade of Baltimore with the West would be as great as it is to-day? Her commercial activity would be confined to a small portion of Virginia, West Virginia, Ohio and Indiana; while by the Northern Central and the Pennsylvania roads it is enabled to reach all points North, East and West. And it soon will, by the same control, be able to reach the South on terms and at rates which must prove of lasting advantage to the commercial interests of the city.

Is it possible, in the movement now being made by this company and the Pennsylvania Railroad Company, to build a new road to Washington, that the trade of Baltimore will not be largely benefited by another connection with her natural territory, the Southern States? Certainly opening up new competing lines will add to her prosperity. And we think, too, it will prove a profitable investment, for our experience has taught us that trade can be increased by a judicious reduction of tolls, and that, when the increase is established, that road which adopts and adheres to a liberal policy with its customers can secure its share of traffic. Has this been the policy of the Baltimore and Ohio Railroad with the Washington Branch of its road? The experience of thirty years answers that inquiry. And yet we know that when the Baltimore and Potowmack Railroad is finished and the fare between Baltimore and Washington is greatly reduced, the Baltimore and Ohio Railroad will make the corresponding reduction, and a speech will be delivered, telling the people of Baltimore of the vast importance of that line to her commercial prosperity and the utter worthlessness of the lines which, by their energy and liberality, have wrung this tardy concession to her people from the Baltimore and Ohio Railroad.

We do not object to the existence of that road. We know how valuable it is to Baltimore. But at the same time we know that its value to this city is greatly enhanced by the healthy and successful competition which it meets because of the existence of the Northern Central Railway.

In closing this report we take pleasure in bearing testimony to the efficient services rendered by the different officers of the company. By order of the board. J. D. CAMERON, Pres't.

ROBT. S. HOLLINS, Secretary.

Office Northern Central Railway Company, Baltimore, February 23, 1871.

The Flint and Pere Marquette Railroad Company has taken a contract for the building of the Holly, Wayne and Monroe road, from Holly to Monroe, and has made a contract with the Wyandotte Rolling Mills to furnish 6,500 tons of rails between May and November. Contracts for rolling stock, etc., have also been made, and the road will soon be running from Holly, on the Detroit and Milwaukee road, to Monroe, where it connects with the Michigan Southern for Toledo,

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$1,967,695	\$3,385,022
" cotton....	1,821,830	2,785,115
" silk....	2,027,243	2,645,480
" flax....	853,588	1,432,070
Miscellaneous dry goods..	898,376	785,828

Total entered for consump. \$7,568,232 \$10,983,545

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$1,109,707	\$1,251,135
" cotton....	790,965	729,689
" silk....	639,981	701,838
" flax....	704,786	637,360
Miscellaneous dry goods..	114,250	141,542

Total withdrawn from warehouse.... \$3,359,689 \$3,461,564
Add entered for consump. 7,568,232 10,983,545

Tot. thrown on the market \$10,927,921 \$14,445,109

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$1,299,526	\$1,462,606
" cotton....	755,044	805,736
" silk....	527,708	579,805
" flax....	541,280	531,248
Miscellaneous dry goods..	104,614	185,944

Total entered for wareh'g.... \$3,228,172 \$3,565,837
Total entered for consump. 7,568,232 10,983,545

Total entered at the port. \$10,796,404 \$14,548,882

The imports of foreign dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool ..	\$2,856,316	\$4,578,914
" cotton....	8,248,856	4,254,712
" silk....	8,123,801	4,148,136
" flax....	1,582,954	2,366,717
Miscellaneous dry goods	1,592,973	1,318,506

Total imports.... \$12,354,900 \$16,666,985

WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool ...	\$1,703,133	\$2,001,840
" cotton....	1,147,680	1,231,365
" silk....	989,533	1,239,245
" flax....	1,220,979	1,179,003
Miscellaneous dry goods.	236,797	259,681

Total withdrawn from warehouse.... \$5,298,122 \$5,911,134
Add entered for consump. 12,354,900 16,666,985

Total thrown on the market.... \$17,653,022 \$22,578,119

ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	\$2,029,812	\$2,411,548
" cotton....	1,767,282	1,541,221
" silk....	996,798	1,058,474
" flax....	1,039,503	985,799
Miscellaneous dry goods.	237,862	381,880

Total entered warehouse. \$6,071,257 \$6,828,922
Add entered for consump. 12,354,900 16,666,985

Total entered at the port. \$18,426,157 \$22,990,907

[F] The gangs of track-layers operating from the eastern and western termini of the Pittsburg and Connellsburg Railroad are steadily approaching each other, a gap of less than thirty miles now separating them.

[F] The State debt of Illinois now amounts to only \$2,400,000.

Savannah and Charleston Railroad.

The earnings of this road for the years 1869 and 1870, were as follows:

	1869.	1870.
From freight....	\$29,648 21	\$47,712 87
" passengers....	17,594 60	87,096 18
" mails, etc....	4,596 32	12,586 29
	\$51,834 13	\$147,345 29
Operating expenses....	46,777 56	89,989 94

Net.... \$5,056 57 \$57,355 35

The increase in earnings has been \$95,511 16, with an increase in expenses of \$43,212 38—making the increase in net earnings, \$52,298 78.

This road is 104 miles in length, extending from Savannah to Charleston. It was destroyed during the war, and only restored so as to be opened for business throughout its entire length in March, 1869.

The whole debt of the Company is. \$1,365,849 05 Of this amount there is already funded in 6 and 7 per cent. bonds.... 1,112,400 00

Unfunded after applying the available credits.... \$253,409 05

Besides this, there are ascertained liabilities for claims for rights of way, unfunded coupons, etc., which it is not possible to state with accuracy, though they are known to be not very large. The difference between these debts and liabilities and the true value of the company's property will show their true condition. This appears by the books, as follows:

Construction, equipment and right of way.... \$2,288,966 14 Due by contractors for over-payment and liable to be charged to construction and equipment.... 49,326 10

Total cost of road.... \$2,238,292 24 Deduct amount of debt.... 1,365,849 05

Value of stocks, as per books.... \$972,443 19

The President, however, has had an inventory and a careful appraisement of the property made, and reports the actual value to be \$2,094,800, or but a trifle more than \$20,000 per mile.

[F] The earnings of the South Carolina Railroad in 1870 were \$1,472,020 59; and the expenses, \$916,095 82—making the net earnings \$555,924 77. In 1869 the earnings were \$1,382,167, the expenses \$909,405 48, and the net earnings, \$472,761 57—showing an increase in earnings of \$89,853 59, with an increase in expenses of only \$6,690 39. The ratio of expenses to earnings in 1870 is 62.23 against 65.79 in 1869.

[F] The Mahoning (Ohio) Coal railroad was recently organized with a capital stock of \$70,000. The corporators are Joseph H. Brown, Wm. Bonnell, Richard Brown, Aug. B. Cornell and David Himrod. The proposed road is to extend from Youngstown, Mahoning County—half way between Cleveland and Pittsburg—north to a point in Brookfield township, in Trumbull county, the road to be all within the limits of Mahoning and Trumbull counties.

[F] The Cedar Rapids, McGregor and Milwaukee Railroad company has been organized with a capital of \$8,000,000. The officers are: H. G. Angle, President; S. C. Bever, Vice President; Dr. J. T. Ely, Treasurer; W. J. Abernethy, Secretary.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS.

NO. 5 NASSAU STREET,

NEW YORK, March 11, 1871.

[F] **THE CHESAPEAKE AND OHIO RAILROAD,**
A NEW TRUNK LINE FROM THE SEABOARD TO THE
WEST.

There remain but 200 miles to be completed, of which nearly half is graded, to unite the unsailing navigation of the Atlantic coast with that of the Ohio and Mississippi Rivers at a favorable point. Roads projected, or now in progress, will connect it, by a short line, with the principal railroad centers of the West.

The road already possesses a PROFITABLE LOCAL BUSINESS, and its advantages AS A GREAT EAST AND WEST THROUGH LINE for the transportation of the heavy freights (which constitute the principal part of the East and West through traffic) are numerous and important.

1. A SHORT ROUTE between the Atlantic coast and the Great West.
2. LOW GRADES.
3. CHEAP FUEL.
4. A GENIAL CLIMATE which admits of safe, economical, and rapid railroad operation throughout the year.

5. EAST AND WEST TERMINI, at favorable points on tide-water and the Ohio River.
6. A VERY LARGE THROUGH AND LOCAL TRAFFIC awaiting its progress.
7. A COMPARATIVELY LIGHT CAPITAL AND DEBT, and consequently a light tax upon traffic for payment of interest and dividends.

All these conditions favor a cheap and economical working of the line, which will enable the Chesapeake and Ohio route to do a profitable East and West through business at rates which would not pay by the more difficult and costly lines, and to control an enormous Southwestern through trade.

We are now authorized to sell an additional amount of the FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, at the original price of 90 and accrued interest from Nov. 1.

The Bonds are secured by a mortgage upon the entire road, (427 miles of main line) franchises, and property of the Company, WHICH NOW, IN COMPLETED ROAD AND WORK DONE, EXCEEDS THE ENTIRE AMOUNT OF THE MORTGAGE; and which, when completed, will be worth at least \$30,000,000.

A Sinking Fund of \$100,000 per annum is provided for their redemption.

They are issued as Coupon or Registered Bonds, and in denominations of

\$100, \$500, and \$1,000.

The superior advantages, valuable property and franchises, and able and honorable management of the Chesapeake and Ohio Railroad Company render it one of the most substantial, reliable and trustworthy Corporations in the country, and commend its Securities to the unhesitating confidence of capitalists and investors.

Pamphlets, maps and full particulars furnished upon application.

FISK & HATCH, Bankers.

[F] C. H. Prior has been appointed Superintendent of the Iowa and Minnesota Divisions of the Milwaukee and St. Paul Railway.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	3,355,000			Hartford and New Haven 100	4,796,925	J. A. J&O	Dec. '70 3	Portl., Sac & Portsm'th 100	31,500,000	J. & D.	Dec. '70 3
American Central 100	300,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph 100	4,151,700		Aug. '70 3	Providence & Worcester 100	2,000,000	J. & J.	Dec. '70 5
Atlanta and West Point 100	1,232,200	J. & J.	July '70 4	Do. do prof. 100	5,078,224		Aug. '70 7	Raleigh and Gaston			Jul. '69 3
Atlantic & N. Carolina 100	6,545,225			Hanover Branch, I'a. 50	116,850	M. & N.	Nov. '70 5	Rensselaer and Saratoga 100	6,000,000	A. & O.	Oct. '70 3
Atlantic & Gt. Western 50	25,879,923			Housatonic 100	820,000			Richmond and Danville 100	4,000,000		
" " " prof. 50	1,919,000	M. & S.	Sept. '70 2	" pref. 100	1,180,000	J. & J.	Feb. '71 8	Richmond and Petersburg 100	847,100		
Atlantic & St. Lawrence* 100	2,494,900	M. & S.	733,700	Huntingdon & B'd Top 50	615,950			Rockport	100	88,400	
Augusta and Savannah 100		J. & J.	Jan. '70 3	" Tref. 100	212,350	J. & J.	Jn. '68 3	Rome, Watert. and Og'm. 100	2,998,900	J. & J.	Dec. '70 4
Baltimore and Ohio 100	16,267,862	A. & O.	Oct. '70 4	Illinoia Central 100	25,278,710	J. & J.	Jan. '71 5	Rome, preferred 100	1,331,400	F. & A.	Feb. '71 3
Do. Washington Br. 100	1,360,000	A. & O.	Oct. '70 5	Indianapolis, Cin. & Lafay. 100	1,885,397	M. & S.	Jan. '69 3	St. L. Alt. and T. Haute 100	2,300,000		
Baltimore City Passenger 870,000	F. & A.	Dec. '70 8		Jeffersonv. Mad. & Ind. 100	2,000,000	J. & J.		" " " prof. 100	2,040,000		
Bay de Nogent & Marq. 100	1,260,000	A. & O.	Apl. '68 3	Joliet and Chicago* 100	1,500,000	J. A. J&O	Jan. '71 14	St. L. Jack'nv. and Chic'o. 100	2,478,750		
Belvidere Delaware 100	985,800			Joliet & North, Indiana* 100	300,000	J. & J.	Jan. '71 4	Sandusky and Cincinnati 100	2,089,000		
Berkshire* 100	600,000			Lake Shore & Mich. So. 100	38,000,000	F. & A.	Feb. '71 6	Sandusky and Cincinnati 100	445,586	M. & N.	Nov. '70 2
Blossburg & Corning* 50	250,000	J. & D.	Dec. '70 2	" " " guar. 100	533,500	F. & A.	Feb. '71 4	Sand. Mansf. and Newark 100	905,222		
Boston and Albany 100	19,150,800	J. & J.	Dec. '70 5	Lackawanna & Bloomab. 50	1,235,000			Savannah and Charleston 100	1,000,000		
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4	Leeds and Farmington* 50	1,215,565	J. & J.	Jan. '70 24	Schuykill and Susqueh'a. 50	1,269,160	J. & J.	Jan. '71 4
Boston, Concord & Mont. 100	459,400			Lehigh and Mahanoy 50	8,739,800	M. & N.	Jan. '67 6	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '71 2
Do. do prof. 100	1,340,400	M. & N.	Nov. '70 3	Lehigh Valley 100	17,116,400	J. A. J&O	Dec. '70 2	Schuykill Valley* 50	576,050	J. & J.	Jan. '71 2
Boston and Lowell 500	2,215,000	J. & J.	Dec. '70 4	Lehigh Luzerne 50	344,660	J. & J.	Jan. '69 4	Scabord and Roanoke 100	868,200	M. & N.	Nov. '70 4
Boston and Maine 100	4,471,275	J. & J.	Dec. '70 5	Little Miami* 50	5,572,000	M. J. S. D.	Dec. '70 2	Second Avenue (N. Y.) 100	670,000		July '70 2
Boston and Providence 100	3,700,000	J. & J.	Dec. '70 5	Little Schuylkill* 50	2,816,100	J. & J.	Jan. '71 3	17th and 18th streets (Ph.) 50	130,000		Dec. '70 2
Broadway (South Boston) 500	400,000	J. A. J.	Dec. '70 2	Lomb, and South St (Ph.) 25	90,000			Shamokin V. and Pottsv. 50	898,460	F. & A.	Aug. '70 8
Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	June '70 3	Long Island 50	8,000,000	F. M. A. N.	Aug. '66 2	Shore Line 100	636,200	J. & J.	Dec. '70 5
Brooklyn City 100	1,000,000	F. M. A. N.	July '70 3	Louisv., Cin. and Lex. 50	1,623,482	J. & J.	Jul. '69 3	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '70 2
Brooklyn City & Newbn. 100	398,800			" " " pref. 100	848,700	J. & J.	Jul. '70 4	Somerville 100	75,000		Nov. '70 3
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	Nov. '70 3	Louisville and Nashville 100	8,680,912	F. & A.	Aug. '70 4	South Carolina 100	5,819,275	J. & J.	Jan. '71 4
Buff. New York & Erie* 100	950,000	F. & A.	Aug. '70 4	Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3	South Shore 100	259,685		Aug. '70 4
Buffalo and Erie 100	5,000,000	J. & J.	Mar' 71 10	Lowell Horse 100	55,830	J. & J.	Jan. '70 3	South Western, Georgia* 100	3,939,200	F. & A.	Aug. '70 4
Burlington and Mo. Riv. 100	1,237,000	J. & J.	Mar' 71 10	Macon and Western 100	2,500,000	J. & J.	Jan. '71 5	State Island 100	660,000	J. & J.	May '70 3
" prof. 100	383,000	M. & S.	Oct. '70 4	Mahanoy & B'd Mount' 50	1,676,915			Stony Brook 100	287,800	M. & N.	May '70 3
Cambridge Horse (Boat'n) 100	747,800	A. & O.	Feb. '71 5	Maine Central 100	5,400,500			Steubenville and Indiana 100	1,988,141		
Camden and Amboy 100	5,847,800	F. & A.	Feb. '71 5	Manchester & Lawrence 100	1,000,000	M. & N.	Nov. '70 5	Stockbridge & Pittsfield* 100	448,700		
Camden and Atlantic 50	377,100			Marietta & Cincinnati 50	5,029,775			Summit Branch 100	250,000	F. & A.	Feb. '71 3
" " " prof. 50	753,691			Massissippi 100	100,000			Syr., Bingham, and N. Y. 100	314,130		
Camden & Burlington Co. 100	331,000		July '69 3	Memphis and Charleston 100	5,312,125			Taunton Branch 100	400,000	J. & D.	Dec. '70 4
Cape Cod 60	915,577	J. & J.	Dec. '70 2	Metropolitan (Boston) 100	1,260,000			Tennessee and Alabama 100	595,922	J. & J.	Jan. '71 8
Cape May and Millville 50*	447,000	J. & J.	Dec. '70 3	Michigan Central 100	13,225,848	J. & J.	Dec. '70 2	Terre Haute and Indiana 50	1,988,150		
Catawissa, pref. 50	1,159,500			Middleboro' and Taunton 100	149,029	J. & D.	Dec. '70 2	Third Avenue (N. Y.) 100	1,750,000		
Catavissi, pref. 50	2,200,000	M. & N.	Nov. '70 3	Middlesex (Boston) 100	400,000	A. & O.	Dec. '70 3	Thirteenth and Fif. (Ph.) 50		J. & J.	Dec. '70 2
Cayuga & Susquehanna* 50	689,110	J. & J.	Jan. '71 4	Mill Creek and Minehill* 50	323,375	J. & J.	Feb. '70 5	Tol., Peoria and Warsaw 100	2,700,000		
Cedar Rapids & Mo. prof. 100	765,000	M. & N.	Nov. '70 3	Millville and Glassboro 100	406,020	F. & A.	Dec. '70 5	Union Transporta. (Bo.) 100	1,700,000		
Central of Georgia 100	4,666,300	J. & J.	July '70 5	M. Hill & Schuylk. Haven 50	3,856,450	J. & J.	Dec. '70 4	January 100	187,011		
Central of New Jersey 100	15,000,000	J. & J.	Dec. '70 3	Mobile and Ohio 100	4,269,820			Tol., Wabash and West. 100	14,700,000		
Central Ohio 100	2,425,000	J. & D.	Dec. '70 3	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec. '67 4	" " " pref100	1,000,000	M. & N.	May '70 3
Do. prof. 100	400,000	J. & D.	Oct. '70 4	Morris and Essex* 50	11,900,950			Troy and Boston 100	607,111		
Cen. Park, N. & E. River 100	970,000	J. A. J&O	Jan. '70 3	Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Dec. '70 5	Troy and Greenbush* 100	274,400	J. & D.	Jun. '70 3
Chemung* 100	380,000	J. & J.	Dec. '70 3	Nashua and Lowell 100	120,000	M. & N.	Nov. '70 5	Union Transporta. (Bo.) 100	200,000	M. & N.	Dec. '70 4
Cheshire, preferred 100	2,085,925	J. & J.	Dec. '70 6	Nashville & Chattanooga 100	2,056,644			Union (Phila.) 100	291,475	J. & J.	Jan. '71 4
Chicago and Alton 100	7,045,000	M. & S.	Dec. '70 6	Naugatuck 100	1,818,000	F. & A.	Dec. '70 6	Utica and Black River 100	1,666,000	J. & J.	July '70 3
" prof. 100	2,425,400	M. & S.	Mar. '71 5	New Bedford & Taunton 100	500,000	J. & J.	July '70 4	Vermont and Canada* 100	2,600,000	J. & J.	May '70 3
Chicago, Bur. & Quincy* 50	16,590,210	M. & S.	Mar. '71 5	New Haven & N. London 100	738,538			Vermont Central 100	5,000,000	J. & D.	Dec. '70 4
Chicago, Iowa & Nebra* 100	1,000,000	J. & J.	Dec. '70 6	New Haven & Northampton 100	1,500,000	J. & J.	Jan. '68 3	Vicksburg and Meridian 100	257,408	J. & J.	July '70 3
Chicago and Milwaukee* 100	2,327,000	J. & J.	Dec. '70 6	New Jersey 100	7,297,200	F. & A.	Feb. '71 5	Virginia Central 100	2,835,879		
" prof. 100	14,676,629	J. & D.	Dec. '70 6	New London Northern 100	1,008,500			Virginia Central 100	3,500,300		
Chicago, R. I. & Pacific* 100	17,000,000	A. & O.	Oct. '70 4	N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Apr. '71 4	Western Union 100	100		
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Oct. '70 4	" Certificates 100	44,424,330	A. & O.	Dec. '70 4	West Jersey 100	1,200,000	F. & A.	Dec. '70 5
Cincinnati City Passenger 100		J. & J.	Jan. '69 2	New York and Harlem 50	6,600,000	J. & J.	Dec. '70 4	West Philadelphia 100	249,100	J. & J.	Dec. '70 5
Cin. Street 100		J. & J.	Jan. '69 2	" prof. 50	1,500,000	J. & J.	Dec. '70 4	Wilm. and Weldon 100	1,468,776	J. & J.	Jan. '71 3
Cin. Sand. & Clev. prof. 50	428,646	M. & N.	Nov. '70 3	Mobile and Ohio 100	4,269,820			Warren 100	1,517,650	J. & J.	Dec. '70 4
Citizens' Passenger (Phil.) 50	192,760	J. & J.	July '70 7	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec. '70 4	Worcester and Nashua 75	1,400,555	J. & J.	Dec. '70 4
Clev. Col., Cin. & Ind. 100	11,020,000	F. & A.	Feb. '71 3	Morris and Essex* 50	282,350	J. & J.	Dec. '70 4				
Cleveland & Mahoning* 50	2,066,750	M. & N.	Nov. '70 3	Northern Central 50	5,000,000	J. & J.	July '70 4				
Cleveland and Toledo* 50	5,000,000	F. & A.	Dec. '70 2	North Eastern (S.C.) prof. 100	155,000						
Columbus and Xenia* 50	1,758,800	M. J. S. D.	Dec. '70 2	North of N. Hampah. 100	3,068,400	J. & D.	Dec. '70 4				
Concord & Ports. guar. 100	250,000	M. & N.	Nov. '70 3	North Pennsylvania 50	3,150,160						
Concord & Ports. guar. 100	250,000	J. & J.	Dec. '70 3	North of N. Hampah. 100	3,068,400	J. & D.	Dec. '70 4				
Coney Island & Brooklyn 100	2,056,000	F. & A.	Dec. '70 3	North Pennsylv. 50	15,000,000	M. & N.	May '67 4				
Conn. & Passum. R. prof. 100	2,054,200	F. & A.	Oct. '70 4	North Western 50	15,000,000	J. & J.	July '70 3				
Connecticut River 100	1,700,000	J. & J.	Dec. '70 5	North Western 50	1,959,020	J. & J.	Dec. '70 3				
Cumberland & Vale 50	1,816,900	A. & O.	Oct. '70 4	Orange and Newark 100	289,560						
Danbury and Newrwlk 50	400,000	quarterly	Dec. '70 3	Ogdensb. & L. Champl'n. 100	3,051,800	J. & J.	Oct. '70 4				
Dayton and Michigan 100	2,400,000	J. & J.	Jan. '71 3	" prof. 200,000	A. & O.						
Del. Lackaw. & Western 100	1,107,291	J. & J.	Dec. '70 6	Ohio and Mississippi 100	19,995,847						
Des Moines Valley 100	1,267,290	J. & J.	Dec. '70 6	Ohio, Do. preferred 50	4,024,474	J. & D.	Dec. '70 4				
Detroit & Milwaukee 100	452,350	J. & J.	Dec. '70 6	Old Colony & Newport 100	4,259,450	J. A. J&O	Dec. '70 4				
" prof. 100	2,0										

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.	64,463	86,937	81,396	96,481	106,835	104,729	259,590	251,832	262,770	29,422	286,562	342,743	2,306,767
1869.	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,364	467,059	6,070,582
1870.	413,104	394,176	458,338	633,758	765,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871.	536,498	481,086	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1863.	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	384,564	320,879	307,803	252,015	2,770,484
1865.	280,503	275,283	299,063	258,480	322,278	356,270	335,985	409,251	401,220	387,956	307,919	236,824	8,840,092
1866.	226,153	222,241	200,111	269,249	329,851	371,544	321,597	387,269	322,638	366,223	323,030	271,247	3,665,158
1867.	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,189	3,592,261
1868.	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	496,196	506,746	409,569	361,701	4,508,643
1869.	343,182	315,099	388,727	326,390	345,833	402,854	351,046	493,232	506,623	468,212	397,515	340,861	4,681,563
1870.	298,978	323,825	344,966	334,663	395,044	411,986	421,486	501,049	498,635	438,658	432,492	386,599	4,831,770
1871.	345,550	340,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1863.	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	666,605	729,759	716,378	563,400	6,114,526
1864.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,420
1866.	696,147	674,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,736
1867.	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1868.	892,093	830,287	1,142,168	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1869.	706,025	753,782	888,359	929,077	1,177,597	1,139,284	1,034,593	1,227,513	1,259,282	1,306,338	1,037,904	.....	.....
1870.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin., and Indianapolis:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1868.	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,426	287,451	293,296	262,798	230,061	2,918,842
1869.	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,968
1870.	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.	270,148	266,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1862.	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1863.	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,028
1864.	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,729	799,236	661,391	657,141	603,402	6,329,447
1865.	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.	603,053	505,266	451,665	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741	.....
1867.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	733,530	823,901	727,810	613,329	7,160,982
1868.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,580	685,401	814,413	8,823,482
1869.	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	696,677	.....	.....
1870.	623,383	661,789	614,374	597,571	605,253	759,215	645,768	862,171	841,991	.....	.....	.....	.....
1871.	639,541	565,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.	92,438	81,599	98,482	108,461	95,416	96,924	108,413	126,565	121,519	125,065	119,169	121,408	1,294,098
1869.	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109,629	1,390,822
1870.	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871.	130,883	126,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1862.	230,159	150,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,660,702
1863.	242,078	245,858	236,432	238,495	236,453	266,221	193,328	215,449	308,168	375,488	339,744	30,186	3,168,068
1864.	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,570	328,570	4,520,550
1866.	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	305,668	4,260,115
1867.	304,098	283,661	375,210	362,783	323,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,013
1868.	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	465,973	511,820	410,826	390,671	4,509,251
1869.	384,120	320,636	386,527	411,514	403,646	366,623	329,960	353,569	473,546	490,772	448,419	374,642	4,744,164
1870.	337,992	329,128	380,430	412,030	409,288	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,765,958
1871.	418,755	404,008	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,008
1868.	369,228	321,303	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,648
1869.	454,590	330,400	320,400	420,951	460,288	630,844	678,923	586,531	525,545	724,732	604,102	801,136	7,250,069
1870.	396,171	382,823	377,000	443,132	730,700	755,737	636,434	681,020	808,318	908,313	731,014	529,758	7,420,421
1871.	396,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1869.	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,566	231,662	235,513	245,838	203,595	2,024,860
1870.	213,101	196,207	239,161	269,490	259,000	208,493	196,724	222,099	264,690	235,240	266,836	255,726	2,838,399
1871.	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	January.	February.	March.	April.	May								

NATIONAL AND STATE SECURITIES.

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

297

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Adirondack:						Catawissa:					
1st Mortgage.	\$915,000	7	Jan. & July.	New York.	1886	1st Mortgage.	\$371,000	7	Feb. & Aug.	Philadelphia.	1882
Albany and Susquehanna:						Cedar Falls and Minnesota:					97
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1888	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885
Albany City Loan	1,000,000	6	May & Nov.	"	1895	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	84
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1886	Cedar Rapids and Missouri River:					...
3d Mortgage.	175,000	7	May & Nov.	"	1889	1st Mortgage.	7,600,000	7	April & Oct.	New York.	1916
Allegheny Valley:						Central Branch Union Pacific:	1,600,000	6*	Mav. & Nov.	New York.	1864
General Mortgage.						1st Mort. (Atchison & Pike's P.)	1,600,000	6	Jan. & July.	"	...
1st Mortgage Eastern Ex.	3,785,000	7.3	Jan. & July	New York.	1896	2d Mortgage Governm't subsidy.					
Bonds to State of Pennsylvania.	50,000					Central of Georgia:					
Androscoggin:	3,500,000					1st Mortgage.	786,000	7	March & Sept.	Savannah.	1875
1st Mortgage.						Central of New Jersey:					98
Atlantic and Great Western:	425,000	6	April & Oct.	Portland.	1890	2d Mortgage.	394,000	7	May & Nov.	New York.	1875
1st Mortgage (New York).						New Loan for \$6,000,000.	2,837,000	7	Feb. & Aug.	"	100
1st Mortgage (Pennsylvania).						Central Ohio:					
1st Mortgage (Ohio).						1st Mortgage.	2,500,000	6	March & Sept.	New York.	1890
1st Mortgage (Franklin Branch)	6,000,000	7	"	London.	1879	Central Pacific of California:					85
1st Mortgage (Buffalo Extension)						1st Mortgage (on 725 m.) free.	26,010,000	6*	Jan. & July.	New York.	1895
1st Mortgage (Silver Creek Br.).						2d Mortgage (paid by Cal.)	1,500,000	7*	"	"	98
2d Mortgage (New York).						Convertible bonds.	1,500,000	7*	"	"	...
2d Mortgage (Pennsylvania).						National Loan.	25,881,000	6	"	"	103
2d Mortgage (Ohio).	3,000,000	7	April & Oct.	New York.	1884	Charlotte and South Carolina:					1896
1st Consolidated Mortgage.	20,000,000	7*	Jan. & July.	London.	1881	1st Mortgage for \$500,000.	334,000	7	Jan. & July.	New York.	1890
Income Mortgage.	7,000,000	5*	April & Oct.	"	Cheraw and Darlington.					...	
Atlantic and Gulf:	8,701,806	7*	"	"	1st Mortgage.	150,000	7	Jan. & July.	Charleston.	1870	
1st Mortgage Consolidated.					Chesapeake and Ohio (Va. Cent.):	1st Mortgage for \$15,000,000.					
Atlantic and St. Lawrence:	2,000,000				Cheshire:						
Portland City Loan (skg fund).					Company bonds.	771,800	6	Jan. & July.	New York.	1900	
2d Mortgage.	1,500,000	6	April & Oct.	Various.		1st Mortgage.	500,000	7	May & Nov.	Boston.	75-80
2d Mortgage, sterling.	1,614,500	6	"	B. & N. Y.	'68-'70	Chicago and Alton:	356,000	7	May & Nov.	Philadelphia.	1872
Sterling Loan.	885,500	6*	April & Oct.	Portland.	1866	1st Mortgage, pref. sinking fund.	2,382,000	7	Jan. & July.	New York.	1877
Baltimore and Ohio:	484,000	6*	May & Nov.	London.	1866	Income bonds (2d Mortgage).	1,078,000	7	April & Oct.	"	102
Loan of 1856.					Chicago, Burlington and Quincy:	Trust Mortgage.	2,876,000	8	Jan. & July.	New York.	1883
Loan of 1850.	863,250	6	Jan. & July.	Baltimore.	1875	2d Mortgage.	150,000	8	"	"	111
Loan of 1853.	579,500	6	"	"	Company bonds.	941,000	4	July.	Frankfort.	1890	
Baltimore City Loan of 1855.	1,710,500	6	April & Oct.	"	1st Mortgage (C. & L.):	400,000	7	March & Sept.	New York.	1890	
Northwestern Va. R. R. 2d Mort.	5,000,000	6	Jan. & July.	Princeton.	1877	1st Mortgage for \$1,000,000.	400,000	7	Jan. & July.	New York.	1887
Northwestern Va. R. R. 3d Mort.	458,500	6	"	"	Chicago and Great Eastern:	400,000	7	April & Oct.	"	...	
Bay de Noquet and Marquette:	140,000	6	"	"	Income.	400,000	7	"	Chicago, Cincinnati and Louisville:	1895	
1st Mortgage Income.					1st Mortgage S. F.	300,000	7	"	"	1895	
Bellefontaine:	250,000	8	April & Oct.	Boston.	1876	1st Mortgage.	2,500,000	7*	April & Oct.	New York.	1909
1st Mortgage (B. and Ind. R.R.).	651,000	7	Jan. & July.	New York.	'70-'71	Construction.	1,110,000	7	Jan. & July.	New York.	95
Bellefonte and Snow Shoe:					Chicago, Danville and Vincennes:					1881	
Belvidere Delaware:	98,000	6	Jan. & July.	Philadelphia.	1876	1st Mortgage.	400,000	7	Jan. & July.	New York.	1874
1st Mortgage (guar. by C. & A.).	1,000,000	6	June & Dec.	New York.	1865	Chicago, Iowa and Nebraska:	397,000	7	May & Nov.	New York.	94
2d Mortgage (guar. by C. & A.).	500,000	6	March & Sept.	Princeton.	1877	1st Mortgage.	1,249,500	7	Feb. & Aug.	New York.	1885
3d Mortgage (guar. by C. & A.).	745,000	6	Feb. & Aug.	"	Chicago and Milwaukee (45 m'l's):	755,000	7	May & Nov.	"	98	
Blue Ridge, S. C.:					Chicago and Northwestern:	3,592,500	7	Feb. & Aug.	"	24	
1st Mortgage of \$2,500,000.					Pref. sinking fund b'ds (196 m.).	184,000	7	"	"	1886	
Boston and Albany:					Funded Coupons.	300,000	7	"	"	96	
Dollar Loan.	2,051,520	5*	April & Oct.	Boston.	'69-'71	General 1st Mortgage.	101,000	7	April & Oct.	Elgin and State L. purchase b'ds	1885
Boston, Clinton and Fitchburg.	798,000	6	"	"	Consolidated sinking fund bonds	138,000	6	"	"	87	
1st Mortgage.					Equipment Bonds.	2,077,000	7	F. M. A. & N.	"	...	
Boston, Concord and Montreal:	400,000	6	Jan. & July.	London.	1875	1st Mort. (Gal. & Chic. U. R. R.).	825,000	10	May & Nov.	"	1578
1st Mort. (Conc. to War. 71 m.).					2d Mort. (Gal. & Chic. U. R. R.).	1,807,000	7	Feb. & Aug.	"	1915	
2d Mort. conv. (1st M. on 22d m.).	204,000	7	Feb. & Aug.	Boston.	1884	1st Mort. (Peninsu. R.R.).	985,000	7	"	"	59
2d Mort. conv. (1st M. on 22d m.).	100,000	6	Jan. & July.	New York.	1865	Equipment Bonds.	300,000	7	May & Nov.	"	1882
Sinking Fund Mortgage.	250,000	7	"	Boston.	1870	Mississippi River Bridge Bonds.	101,000	7	March & Sept.	"	100
Boston, Hartford and Erie:	496,000	6	"	New York.	1870	Elgin and State L. purchase b'ds	200,000	7	Jan. & July.	"	95
1st Mortgage (old).				Boston.	1889	Consolidated sinking fund bonds	138,000	6	"	"	1886
1st Mortgage (new) for \$20,000,000.	600,000	7	March & Sept.	Boston.	1884	Equipment Bonds.	2,077,000	7	F. M. A. & N.	"	...
Boston and Lowell:				"	1st Mort. (Gal. & Chic. U. R. R.).	825,000	10	May & Nov.	"	1578	
Convertible bonds.	55,000	7	Jan. & July.	"	2d Mort. (Gal. & Chic. U. R. R.).	1,807,000	7	Feb. & Aug.	"	1915	
Scrip certificates.					1st Mort. (Peninsu. R.R.).	985,000	7	May & Nov.	"	59	
Wharf purchase bonds.	368,000	6	Jan. & July.	Boston.	1873	3d Mortgage.	855,000	7	March & Sept.	"	1882
Buffalo, Bradford and Pittsburg:	206,000	6	"	"	New Mortgage.	1,129,000	7	Jan. & July.	"	100	
1st Mortgage.					1st Mort. (Beloit & Mad. R.).	354,000	7	"	"	95	
Buffalo, Corry and Pittsburg:	580,000	7	Jan. & July.	New York.	1886	Chicago, Rock Island and Pacific:	1,397,000	7	Jan. & July.	"	1888
1st Mortgage (B. & C. & P. of Pa.).	100,000	7	Jan. & July.	Pittsburg.	18	1st Mort. (C. & R. I. R.).	7,376,000	7	"	"	...
Buffalo and Erie:	600,000	7	"	New York.	18	1st Mort. (C. & R. I. R. & P. R.).	1,397,000	7	Jan. & July.	New York.	1870
Co. bonds (Buff. and State Line).	400,000	7	June & Dec.	New York.	1870	1st Mort. (Chillicothe and Brunswick):	7,376,000	7	"	"	1896
Co. bonds (Buff. and State Line).	100,000	7	May & Nov.	"	1st Mortgage.	500,000	8	May & Nov.	New York.	1896	
Co. bonds (Buff. and State Line).	200,000	7	Jan. & July.	"	Cincinnati, Dayton and Eastern:	465,000	7	Feb. & Aug.	New York.	1894	
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	"	1st Mortgage.	1,250,000	7	May & Nov.	New York.	1896	
Buffalo, New York and Erie:					Cincinnati, Hamilton and Dayton:	600,000	7	Feb. & Aug.	New York.	1896	
2d Mortgage.	2,000,000	7	June & Dec.	New York.	1877	2d Mortgage (1st Mort. paid).	282,000	7	May & Nov.	New York.	1896
Burlington, Cedar Rapids & Minn. 1st Mortgage.	380,000	7	May & Nov.	New York.	1877	New Mortgage.	2,500,000	7	June & Dec.	New York.	1892
Burlington and Missouri River:	600,000	8	Feb. & Aug.	New York.	1877	1st Mortgage.	2,000,000	7	Jan. & July.	New York.	1892
Land Grant Mortgage.					2d Mortgage.	800,000	7	Jan. & July.	"	77-87	
1st Convertible bonds.	4,690,606	7	April & Oct.	New York.	1877	1st Mortgage.	1,200,000	7	Jan. & July.	New York.	80
2d Convertible bonds.	600,000	7	Jan. & July.	New York.	1878	Cincinnati and Indianapolis Junc.:	800,000	7	March & Sept.	New York.	1888
3d Convertible bonds.	600,000	7	"	"	2d Mortgage.	250,000	7	June & Dec.	"	1893	
California Pacific:	958,545	8	"	"	1st Mortgage (Newcastle Br.).	600,000	7	Jan. & July.	New York.	80	
1st Mortgage, sinking fund.	2,250,000	7	Jan. & July.	New York.	1889	Cincinnati and Martinsville:	282,000	7	"	"	1893
Camden and Amboy:					1st Mort. (guar. by I. C. & L. & C. & L.):	400,000	7	Jan. & July.	New York.	1894	
Sterling Bonds, skg fund £288,800	1,396,824	6*	Jan. & July.	London.	1880	1st Mortgage.	500,000	7	Jan. & July.	New York.	1895
Loan for \$500,000.	2,000,000	6*	March & Sept.	"	2d Mortgage.	65,000	7	"	"	1895	
Loan for \$675,000.	2,540	6	April & Oct.	"	1st Mortg.	1,300,000	7	May & Nov.	New York.	1893	
Loan for \$1,700,000.	675,000	6	"	New York.	1894	1st Mortg.	65,000	7	Jan. & July.	"	1894
Loan for \$2,500,000.	1,700,000	6	Feb. & Aug.	"	Cincinnati, Sandusky and Clev.:	1,300,000	7	May & Nov.	New York.	1893	
Conceal. Mortgage for \$5,000,000.	866,000	6	June & Dec.	"	1st Mortg.	1,051,861	7	June & Dec.	New York.	1890	
Camden and Atlantic:	4,929,200	6	May & Nov.	"	Cincinnati, Columbus and Cinc.:	350,000	7	June & Dec.	New York.	1890	
1st Mortgage.					1st Mortg.	350,000	7	"	"	68-70	
2d Mortgage.	490,000	7	Jan. & July.	"	Cincinnati, Richmond & Chicago:	850,000	7	Feb. & Aug.	New York.	96	
Camden and Burlington County:	500,000	7	April & Oct.	Philadelphia.	1873	1st Mortg.	850,000	7	March & Sept.	New York.	1893
1st Mortgage of 1867 for \$350,000.	305,000	6	Feb. & Aug.	"	1st Mortg.	587,000	7	"	"	1893	
Spec. Cod Central:					1st Mortg.	147,000	7	Jan. & July.	New York.	1876	
1st Mortgage.	126,000	6	Jan. & July.	Boston.	'80-'81	2d Mortgage (or 1st Extension).	790,500	6	March & Sept.	New York.	1873
					3d Mortgage.	1,355,000	7	May & Nov.	"	99	
					4th Mortgage (or 2d Extension).	1,104,344	7	Jan. & July.	"	1876	
					5th Mortgage (or 3d Extension).	1,104,344</					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Clev., Painesv. & Ash. (L. Shore):						Erie:								
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	98	
2d Mortgage.....	1,000,000	7	"	"	1880	...	2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	95	
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	93	3d Mortgage.....	6,000,000	7	"	"	1883	90	
Cleveland & Toledo (Lake Shore):						4th Mortgage.....	4,441,000	7	April & Oct.	"	"	1880	86	
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	"	"	1888	82
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	"	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	"	1891	...
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	101	Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	...	
2d Mortgage (Clev. & Tol.)	1,000,000	7	April & Oct.	"	1886	...	Erie and Pittsburg:							
Columbia and Augusta:						1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...		
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	"	1875	...	
Columbus, Chicago & Ind. Cent.:						New Mortgage.....	859,000	7	Jan. & July.	"	1893	...		
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	85	Evansville and Crawfordsville:							
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	"	1909	62	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	...	
Columbus and Indiana Central:						1st Mortgage of 1854.....	740,000	7	May & Nov.	"	"	1869	...	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	...	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	"	"	1881	...
Income Bonds.....	1,243,000	7	"	"	1881	...	Fall River, Warren & Providence:							
Columbus and Hocking Valley:						1st Mortgage.....	200,000	7	— & —	Providence.	18—	...		
1st Mortgage.....	1,493,000	7	April & Oct.	New York.	1897	...	Flemington:							
Columbus and Xenia:						1st Mortgage guaranteed.....	100,000	6	— & —	Princeton.	18—	...		
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:							
Connecticut and Passumpsic Riv.:						1st Mortgage.....	1,520,500	7	— & —	New York.	18—	...		
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	95	Galema & Chic. Union (C.N. & W.):							
Notes of '66 and '67, free.....	295,000	7	"	"	76-'77	99	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	98	
Connecticut River:						2d Mortgage.....	1,985,000	7	May & Nov.	"	"	1875	95	
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100	Georgia:							
Connecting:						Bonds.....	592,000	7	J. & J.	Augusta.	70-75	...		
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Grand Rapids and Indiana:							
Cumberland and Pennsylvania:						1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...		
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand River Valley:							
2d Mortgage sinking fund.....	798,000	6	May & Nov.	"	1885	...	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	...	
Cumberland Valley:						1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	...		
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	2d Preference Bonds.....	7,355,988	5*	"	"	18—	...	
2d Mortgage.....	109,500	8	"	"	1904	...	3d Preference Stock.....	3,414,094	4*	"	"	18—	...	
Danbury and Norwalk:						4th Preference Stock.....	25,592,860	4*	"	"	"	18—	...	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	Equipment Bonds.....	2,433,333	6*	April & Oct.	"	"	18—	...
Danv., Urbana, Blooming. & Pekin:						Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	"	18—	...	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Great Western of Canada:							
Dayton and Michigan:						Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.				
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	...	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	73-76	...	
2d Mortgage.....	642,000	7	March & Sept.	"	1884	...	Mortgage Bonds £547,000.....	2,652,950	5*	— & —	"	77-78	...	
3d Mortgage.....	700,000	7	April & Oct.	"	1888	...	Stock Debentures £46,700.....	226,500	5*	— & —	"	irred.	...	
Dayton and Union:						Great Western of Illinois:								
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	105	
2d Mortgage.....	135,000	7	June & Dec.	"	1879	...	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	"	1883	...	
Income Bonds.....	252,445	6	"	"	1879	...	1st Mortgage (General).....	2,500,000	7	May & Nov.	"	1883	83	
Dayton and Western:						2d Mortgage.....	2,500,000	7	May & Nov.	Greenville and Columbia:				
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...	
2d Mortgage.....	463,000	6	Jan. & July.	"	1905	...	Hannibal and St. Joseph:							
Delaware:						Land Mortgage.....	1,450,000	7	April & Oct.	Philadelphia.	1883	...		
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Convertible bonds.....	50,000	7	Jan. & July.	New York.	1883	...	
Guaranteed Bonds.....	100,000	6	"	"	1875	...	Eight per cent. Loan.....	1,834,000	8	"	"	1874	...	
State Loan.....	170,000	6	"	"	1876	...	Ten per cent. Loan.....	904,000	10	"	"	1872	...	
Extension Mortgage.....	100,000	6	"	"	1880	...	Mort. bonds conv. tax free.....	1,200,000	8	"	"	1885	103	
Delaware, Lackawana. & Western:						1st Mort. (Quincy and Palmyra).....	500,000	8	"	"	"	1891	...	
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	96	1st Mort. (Kan. City & Cameron).....	1,200,000	10	"	"	109	...	
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	"	1875	100	Harrisburg and Lancaster:							
2d Mort. (General) for \$2,600,000.....	1,633,000	7	March & Sept.	"	1881	94	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95	
Des Moines Valley:						1st Mortgage.....	927,000	6	Jan. & July.	Hartford and New Haven:				
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage.....	461,000	7	Jan. & July.	Philadelphia.	1873	95	
Income Bonds.....	462,000	7	Jan. & July.	"	1884	...	2d Mortgage.....	1,574,500	7	Jan. & July.	Hartford.	1876	...	
Detroit and Milwaukee:						Hempfield:								
1st Mortgage, convertible.....	2,500,000	5	May & Nov.	New York.	1875	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	...	
2d Mortgage.....	1,000,000	8	"	"	1875	...	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	...	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	...	2d Mortgage.....	100,000	7	Jan. & July.	"	1885	...	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	...	Houston and Texas Central:							
Bonds of June 30, 1866, (cond.)	1,861,630	6	"	"	1886	...	1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891	...	
Detroit, Mon. & Tol. (M.S. & N.L.)						2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	Philadelphia.	1870	93		
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	94	3d Mortgage.....	183,000	7	May & Nov.	Hartford.	1876	...	
Detroit and Pontiac (Detr. & Mil.):						Huntington and Broad Top Mt.:								
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	93	
1st Mortgage.....	150,000	7	April & Oct.	"	1878	...	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	...	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	...	Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	27	
Dubuque and Sioux City:						Hudson River:								
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	95	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	Philadelphia.	1885	102	
1st Mortgage (construction).....	660,000	7	"	"	1884	...	3d Mortgage.....	183,000	7	May & Nov.	Hartford.	1875	100	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	Huntington and Broad Top Mt.:							
Dubuque Southwestern:						1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	93		
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	...	
2d Mortgage, ordinary.....	450,000	7	"	"	1895	...	Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	27	
East Brandywine & Waynesburg:						Illinois Central:								
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	3,187,500	7	April & Oct.	New York.	1875	106	
East Pennsylvania:						Construction.....	3,187,500	7	April & Oct.	"	"	1875	...	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	...	Redemption.....	332,000	6	"	"	1890	...	
East Tennessee and Georgia:						Redemption, sterling.....	2,500,500	6	"	"	"	1875	...	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	Illinois and Southern Iowa:							
Tennessee Loan (1866).....	430,277	6	"	"	1898	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...	
Mortgage (old).....	640,000	6	"	"	1880	...	2d Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	52	
Mortgage (new).....	136,400	7	"	"	1880	...	1st Mortgage.....	500,000	7	April & Oct.	"	1888	...	
East Tennessee and Virginia:						1st Mortgage.....	1,500,000	7	Jan. & July.	Indianapolis, Cin. and Lafayette:				
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	2,500,000	7	Jan. & July.	Indianapolis, Cin. and Lafayette:			
Tennessee Loan (1866).....	600,000	6	"	"	1898	...	2d Mortgage.....	500,000	7	April & Oct.	Indianapolis, Cin. and Lafayette:			
Tennessee endorsed bonds.....	178,000	6	"	"	18—	1st Mortgage.....	1,500,000</td							

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			Due	Price
			When.	Where.	Due				When.	Where.	Due		
Junction, Philadelphia:													
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	Mobile and Montgomery:						
Kentucky Central:							1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	...	Mobile and Ohio:						
2d Mortgage (do.).....	794,000	7	— & —	" "	1883	...	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	...
3d Mortgage (do.).....	237,000	7	— & —	" "	1885	...	1st Mortgage, Sterling.....	1,669,800	8*	" "	Mobile.	1882	77
Keokuk and St. Paul:							Tennessee Loans.....	388,900	8	Jan. & July.	New York.	1891	...
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	90	Income of '61, '62, '63 and '67.....	556,421	8	May & Nov.	Mobile.	1867	...
Knoxville and Charleston:							Liquidation (10 year) bonds.....	697,900	8	" "	New York.	1876	...
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	...	Interest bonds.....	697,900	8	" "	Mobile.	1882	72
Knoxville and Kentucky:							Montgomery and Eufala:						
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	...	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	...
Tenn. State Loan (new).....	800,000	6	" "	"	1898	...	Montgomery and West Point:						
Lackawanna and Bloomsburg:							Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	...
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	Income Bonds.....	306,900	8	" "	"	1876	...
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	Mortgage Bonds.....	719,500	8	" "	"	1881	...
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	Morris and Essex:						
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	...	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	1034
Lake Erie and Louisville:							2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	96
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...	Nashville and Chattanooga:						
Lawrence:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	...
Lehigh and Lackawanna:							Tenn. State Loan.....	150,000	6	" "	"	1892	...
Lehigh Valley:							Tenn. Coupons Funded.....	426,270	6	" "	"	1892	...
Lehigh and Lackawanna:							Nashville and Decatur:						
Lehigh Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	...	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	...
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.	1870	...
1st Mort. (exchangeable for new).....	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	" "	New York.	1887	...
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	"	1898	94	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	...
Little Miami:							2d Mortgage.....	792,050	6	" "	"	'71-'85	...
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...	Naugatuck:						
Cincinnati Loan.....	100,000	6	" "	Cincinnati.	1880	...	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	...
Little Rock and Fort Smith:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	...
1st Mortgage for \$3,500,000.....	6*	...		Boston	...		1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	...
Little Schuylkill:							New Bedford and Taunton:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	...
Long Island:							New Brunswick and Canada:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	...	1st Mortgage, Sterling £220,000.....	1,100,000	6*	May & Nov.	London.	1867	...
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	...	Newcastle and Beaver Valley:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	...	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	...
Louisville, Cincin. and Lexington:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	...
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	New Haven and Darby:						
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	...
Louisville and Frankfort:							New Haven and Northampton:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	...	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	...
Louisville Loan.....	100,000	6	" "	"	1881	...	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	"	1874	...
Louisville and Nashville:							New Jersey:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	95	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	'75-'87	93
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	'70-'75	96	New London Northern:						
1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	"	1870	...	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	...
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	...
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	...	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	...
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	...	N. Orleans, Jackson & Gt. Nth.						
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	"	1893	...	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	...
Consolid. 1st mort. for \$8,000,000.....	2,000,000	7	" "	"	1898	89	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	...
Louisville, N. Albany & Chicago.....							N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. New Albany & Salem.....							1st Mort. construction (80 m.)	1,842,000	8	Jan. & July.	New York.	1889	...
Macdon and Brunswick:							2d Mort. (F.) for \$1,000,000 (80m.) .....	.....	8	" "	"	1887	...
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	...	New York Central:						
Manahoy and Broad Mountain:							Premium, Sinking Fund Bonds.....	5,936,826	6	May & Nov.	New York.	1883	93
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	...	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	101
Maine Central:							Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	...
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99	Bonds for railroad stocks.....	592,000	6	" "	"	1883	89
\$340,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	...	Bonds for real estate.....	162,000	6	" "	"	1883	86
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	...	Convertible bonds.....	22,800	7	various	"	var.	...
2d Mort. (Penob. & Ken. R. R.).....	300,000	6	Feb. & Aug.	Bangor.	1870	...	Renewal bonds of 1868.....	195,000	7	Feb. & Aug.	"	1876	...
Marietta and Cincinnati:							New York and Flushing:						
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92	1st Mortgage.....	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage, Sterling.....	1,050,000	7*	" "	London.	1891	...	1st Mortgage.....	125,000	7	— & —	New York.	18—	...
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	84	New York and Harlem:						
Scioto and Hocking Valley.....	300,000	7	" "	"	1898	...	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	104
Memphis and Charleston:							Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	"	1883	91
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	...	New York and New Haven:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1890	...	1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	101
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1895	...	New York, Providence & Boston:						
Memphis and Little Rock:							1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	98
Tenn. State endorsements.....	445,000	6	Jan. & July.	New York.	1890	...	Extension Bonds.....	250,000	6	May & Nov.	"	1883	...
Mortgage (road and land).....	1,300,000	6	May & Nov.	"	1890	...	Norfolk and Petersburg:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	...	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	...
Michigan Central:							1st Mortgage.....	303,000	8	" "	"	1877	...
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	...	2d Mortgage.....	43,000	8	" "	Norfolk.	1872	...
1st Mortgage, dollars, convertible.....	4,000	8	March & Sept.	New York.	1889	83	North Eastern:						
1st Mortgage, dollars, convertible.....	567,000	8	April & Oct.	"	1882	...	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	...
Consol. Sinking Fund Mortgage.....	2,591,500	8	" "	"	1882	118	2d Mortgage for \$300,000.....	145,000	7	" "	"	1868	...
Michigan Southern & N. Ind.:							North Missouri:						
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	101	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	83
2d Mortgage.....	2,686,000	7	" "	"	1877	97	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	59
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	94	North Pennsylvania:						
Mifflin and Centre County:							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	94
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	...	Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	118
Milwaukee & Chicago, (40 miles):							2d Mortgage.....	276,500	7	May & Nov.	"	18—	96
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	...	North Shore, L. I.:						
3d Mortgage, (" ")	10,500	7	June & Dec.	"	1898	...	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	...
Milwaukee and St. Paul:													

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Carolina:												
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867		Portland and Kennebec:	\$230,000	6	April & Oct.	Boston.	1883 90
New Loan for \$800,000.....	.....	8	"	"	1887		1st Mortgage.....	300,000	6	"	"	1895 ...
Norwich and Worcester:							Consolidated Bonds.....	.....			
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877		Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912 102
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series A).....	875,000	7	Feb. & Aug.	"	1912 ...
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series B).....	875,000	7	March & Sept.	"	1912 ...
Ogdensburg and Lake Champlain:							1st Mortgage (Series C).....	875,000	7	April & Oct.	"	1912 ...
1st Mort. conv. into pref. stock.....	985,000	7	Jan. & July.	Boston.	1870		1st Mortgage (Series D).....	875,000	7	May & Nov.	"	1912 ...
Equipment Bonds.....	300,000	8	"	"	1878		1st Mortgage (Series E).....	875,000	7	June & Dec.	"	1912 ...
Ohio and Mississippi:							1st Mortgage (Series F).....	875,000	7	Jan. & July.	"	1912 ...
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	99	2d Mortgage (Series G).....	860,000	7	Feb. & Aug.	"	1912 ...
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series H).....	860,000	7	March & Sept.	"	1912 ...
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series I).....	860,000	7	April & Oct.	"	1912 ...
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912 ...
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	89	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912 ...
Consolidated Mort. sterling.....	83,420	7	"	"	1898		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912 92
Oil Creek and Allegheny Raver:							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876 ...
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	83	Plattsburgh and Sacramento:	225,000	10	Jan. & July.	San Francisco.	1894 ...
Old Colony and Newport:							1st Mortgage.....	525,000	10*	"	"	1894 ...
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876		Providence, Warren and Bristol:	100,000	8	March & Sept.	Providence.	1872 ...
Company Bonds.....	458,000	6	April & Oct.	"	1875	96	50,000	8	June & Dec.	"	1877 ...	
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	Quincy and Toledo:	500,000	7	May & Nov.	New York.	1890 83
Orange, Alexandria & Manassas:							1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1888 ...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83	1st Mortgage.....	250,000	7	"	"	1888 ...
2d Mort. (Charlotte to Lynchburg)	1,130,500	6	Jan. & July.	"	1875	75	2d Mortgage.....	296,000	7	"	"	1876 ...
3d Mort. "	573,500	8	May & Nov.	Richmond.	1873	86	Equipment Bonds convertible.....	.....			
4th Mort. "	331,700	8	March & Sept.	Alexandria.	1880	82	Reading and Columbia:	650,000	7	March & Sept.	Philadelphia.	1882 ...
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	78	1st Mortgage.....	350,000	7	June & Dec.	"	1884 ...
Va. State Loan.....	249,962	6	"	"	1887	78	2d Mortgage.....	150,000	7	Jan. & July.	New York.	1873 ...
Osage Valley:							1st Mortgage.....	400,000	7	March & Sept.	London.	1886 ...
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage.....	500,000	7	May & Nov.	New York.	1888 ...
Oswego and Rome:							1st Mortgage.....	1,298,000	6	May & Nov.	"	1890 76
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916		1st Mortgage (R. & S.).....	408,500	6	"	"	1890 76
Income.....	200,000	5	Feb. & Aug.	"	1891		1st Mortgage (Sar. & Whitehall).....	67,778	6*	Jan. & July.	London.	1875 ...
Oswego and Syracuse:							1st Mortgage (Troy, Salem & Rutl.).....	172,800	7	"	Richmond.	1875 ...
1st Mortgage.....	498,500	6	May & Nov.	New York.	1870-80	90	Richmond and Danville:	600,000	6	Jan. & July.	New York.	1875-85
2d Mortgage.....	375,000	7	"	"	1885	97	Virginia State Loan.....	161,600	6	"	"	1875-76
Pacific of Mo.:							Bonds guaranteed by Virginia.....	1,298,000	6	May & Nov.	"	1875-90
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	96	Consolidated, coupon.....	408,500	6	"	"	1875-90
St. Louis Loan.....	700,000	6	"	"	1871-73	97	Consolidated, registered.....	.....			
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97	Rich, Frederickburg & Potomac:	67,778	6*	Jan. & July.	London.	1875 ...
Panama:							Company Bonds, sterling.....	172,800	7	"	Richmond.	1875 ...
1st Mortgage, Sterling.....	93,847	7*	April & Oct.	London.	1875	101	Company Bonds, dollar.....	600,000	6	Jan. & July.	New York.	1875-85
2d Mortgage, Sterling.....	740,959	7*	Feb. & Aug.	"	1872	102	Company Bonds (F. & R. S.).....	150,000	7	Jan. & July.	New York.	1886 ...
General Mortgage, Sterling.....	2,899,330	7*	April & Oct.	"	1897	97	1st Mortgage (Sar. & Whitehall).....	400,000	7	March & Sept.	"	1890 76
Paterson and Newark:							1st Mort. (Troy, Salem & Rutl.).....	500,000	7	May & Nov.	"	1890 76
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	450,000	7	Jan. & July.	"	1890 76
Pemberton and Hightstown:							Richmond and Petersburg:	600,000	7	June & Dec.	N. Y. & Rich.	1875 ...
1st Mortgage endorsed.....	160,000	7	— & —	New York.	1877		Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	Philadelphia.	1870 ...
Peninsular (Michigan):							Company Bonds (coupons).....	175,000	8	March & Sept.	"	
1st Mortgage for \$10,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95	Richmond and York River:	600,000	7	— & —	New York.	18—
Pennsylvania:							1st Mortgage.....	600,000	8	— & —	Roanoke Valley (R. & Dan.):	18—
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101	1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	189-76
2d M. stg. {	2,584,000	6	April & Oct.	"	1875	102	1st Mortgage, convertible, S. F. free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919 96
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910		1st Mortgage.....	1,384,000	7	— & —	New York.	18—
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1890		1st Mortgage.....	571,000	7	June & Dec.	New York.	1891 92
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	1897		1st Mortgage, Sinking Fund.....	757,500	7	March & Sept.	"	1880 ...
Pennsylvania and New York:							1st Mortgage.....	511,500	7	June & Dec.	"	189-74
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	94	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863 200
Pensacola and Georgia:							1st Mort. conv. into pref. stock.....	937,500	7	"	"	1863 55
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—		2d Mort. conv. into com. stock.....	.....			
1st Mortgage (Tallahassee R. R.)	206,000	7	"	"	18—		Sacramento Valley:	400,000	10*	Jan. & July.	New York.	1875 ...
2d Mortgage.....	255,000	8	"	"	18—		1st Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881 ...
Peoria and Bureau Valley:							2d Mortgage.....	1,400,000	10	March & Sept.	Boston.	1893 107
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—		1st Mortgage (in Missouri 80 m.).....	150,000	7	— & —	"	1893 107
Peoria, Pekin and Jacksonville:							1st Mortgage (in Iowa 52 m.).....	500,000	7	— & —	"	1893 107
Perkiomen:							2d Mortgage (in Iowa 52 m.).....	.....			
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—	76	St. Louis, Alton and Terre Haute:	1,100,000	7	Jan. & July.	New York.	1894 95
Perth Amboy and Woodbridge:							1st Mortgage (Series A).....	1,100,000	7	April & Oct.	"	1894 95
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—		1st Mortgage (Series B).....	1,400,000	7	Feb. & Aug.	"	1894 84
Philadelphia and Baltimore Cent.:							2d Mortgage preferred (Series C).....	1,400,000	7	May & Nov.	"	1894 76
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894 76
Philadelphia and Erie:							St. Louis and Iron Mountain:	3,000,000	7	Feb. & Aug.	New York.	1892 89
1st Mortgage (Sunbury & Erie).....	1,000,000	7	April & Oct.	Philadelphia.	1877	101	1st Mortgage for \$4,000,000.....	2,365,000	7	April & Oct.	New York.	1892 92
1st Mortgage (General).....	5,000,000	6	"	"	1881	95	2d Mortgage for \$4,000,000.....	360,000	7	Jan. & July.	"	1892 92
2d Mortgage.....	4,000,000	6	"	"	1901	85	St. Louis, Jacksonville & Chicago:	2,000,000	8	March & Sept.	New York.	1892 92
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	86	1st Mortgage (S. F. 15,000 per mile).....	1,900,000	7	Jan. & July.	New York.	1892 92
Philadelphia, German & Norristown:							2d Mortgage (S. F. 15,000 per mile).....	2,500,000	7	"	"	1892 92
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		St. Paul and Chicago:	2,000,000	8	Jan. & July.	New York.	1890 ...
Philadelphia and Reading:							1st Mort. S. F. guar. for \$4,000,000.....	2,000,000	8*	April & Oct.	"	1890 ...
Bonds of 1870.....	2,625,000	7	Jan. & July.	Philadelphia.	1890		St. Paul and Pacific 1st Division:	1,200,000	8	Jan. & July.	New York.	1892 ...
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871		1st Mortgage (10 miles).....	700,000	7	Jan. & July.	"	1892 ...
Bonds of 1836-43 44-48 and 49.....	2,497,500	6	"	"	1880		1st Mort. (70 m.) & 2d M. (10 m.).....	1,200,000	7	June & Dec.	"	1892 ...
Bonds of 1857, convertible.....	143,500	6	"	"	1880	96	2d Mortgage and Land Grant.....	2,000,000	7	Jan. & July.	London.	18—
Bonds of 1836, Sterling.....	182,400	5*	"	"	1886	98	General Mort. stg. for \$780,000.....	2,000,000	7*	Jan. & July.	New York.	18—
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	1880	98	General Mort. dol. for \$2,020,000.....	2,000,000	7	"	"	18—
Bonds of 1868 for renewals.....	1,121,000	6	April & Oct.	"	1893	80	St. Paul and Sioux City:	1,200,000	8	March & Sept.	New York.	1892 ...
Mort. bonds of '68, clear of taxes.....	2,700,000	7	"	"	1893	106	1st Mortgage for \$16,000, p. m.	1,900,000	7	Jan. & July.	New York.	1892 ...
Philadelphia and Trenton:							1st Mortgage.....	1,200,000	8	March & Sept.	"	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Seaboard and Roanoke:						Vicksburg and Meridian:					
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct	Philadelphia.	1890
Seims and Meridian:						“ “ 2d class ..	850,000	7	or	“	1890
1st Mortgage.....	79,873	—	— & —	—	—	“ “ 3d class ..	154,000	7	Jan. & Jul.	“	1890
2d Mortgage.....	52,000	—	— & —	—	—	“ “ 4th class ..	1,263,000	7	“	“	1890
3d Mortgage.....	665,000	—	— & —	—	—	Virginia and Tennessee:					
Selma, Roma and Dalton:						1st Mortgage.....	494,000	6	June & Dec.	New York.	1872
1st Mort. (Ala. and Tenn. River) ..	838,000	7	Jan. & July.	New York.	1872	2d Mortgage.....	23,500	6	“ “	“	1868
2d Mort. (Ala. and Tenn. River) ..	241,100	8	“ “	“	1864	3d Mortgage (Enlarged).....	900,000	6	“ “	“	1884
Gen. Mort. (S.R.&D.) free of tax ..	5,000,000	7	April & Oct.	“	1887	Income Bonds.....	138,500	6	“ “	“	1865
Shenandoah Valley and Pottsville:						Funding Bonds (\$1,000,000).....	736,000	8	“ “	“	1890
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	Warren:					
Sheyboygan and Fond Lac:						1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	Warwick Valley:					
Sioux City and Pacific:						1st Mortgage.....	85,000	7	April & Oct.	New York.	1880
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	Western Alabama:					
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	“	1898	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888
Somerset and Kennebec:						West Wisconsin:					
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884
2d Mortgage.....	250,000	6	“ “	“	1876	West Chester and Philadelphia:					
Short Line (N. H. & N. L.):						1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1880	2d Mortgage, registered	1,000,000	8	April & Oct.	“	1878
South Carolina:						West Jersey:					
Sterling Bonds £452,0124.....	2,612,944	5*	Jan. & July.	London.	“ “ “	Loan of 1883 for \$400,000	400,000	6	March & Sept.	Philadelphia.	1883
Sterling Bonds £59,0314.....	282,366	5*	“ “	Charleston.	“ “ “	Loan of 1896 for \$1,000,000	985,500	6	Jan. & July.	“	1896
Domestic Bonds.....	418,010	6	“ “	“	“ “ “	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	“	1899
Domestic Bonds	563,500	7	April & Oct.	“	“ “ “	Western (Boston and Albany)	2,051,520	5*	April & Oct.	London.	“ “ “
Domestic Bonds	353,500	7	Jan. & July.	“	“ “ “	Sterling Loans, £890,900.	798,000	6	“ “	Boston.	1875
South and North Alabama:						Dollar Bonds.....					
1st Mort. (\$16,000 p.m.) endorsed	8	— & —		New York.	1889	Western Maryland:					
South Shore:						1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890
1st Mortgage.....	150,000	April & Oct.		Boston.	1880	1st Mortgage unendorsed	400,000	6	“ “	“	1890
South Side, Va.:						2d Mort. for \$300,000, end. by B.	300,000	6	“ “	“	1890
2d Mort. guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	“ “ “	2d M. for \$300,000, end. by W.C.	300,000	6	“ “	“	1891
3d Mort. (for City Point R. R.) ..	175,000	6	“ “	“	“ “ “	New Preferred mortgage.....	600,000	6	“ “	“	1890
4th Mortgage.....	317,000	6	“ “	“	“ “ “	Western Pacific:					
Consol. Mortgage.....	8	“ “		New York.	“ “ “	1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1899
South Side, L. L.:						Government Lien.....	1,970,000	6	“ “	“	“
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883
South Western:						Western Union:					
1st Mortgage.....	690,500	8	various.	Macon.	“ “ “	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896
South West Pacific:						Whitehall and Plattsburg:					
1st Mort. guar. by At. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873
Southern Minnesota:						Wilmington and Manchester:					
1st Mort. (10-20 years) \$20,000 p.m.	8	Jan. & July.		New York.	1888	1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886
Springfield and Columbus:						2d Mortgage, 2d pref.	146,000	7	“ “	“	1886
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	1st Mortgage, 3d pref.	528,000	7	“ “	“	1886
Staten Island:						2d Mortgage.....	80,000	7	May & Nov.	“	1873
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	Wilmington and Weldon:					
Sterling Mountain:						1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881
1st Mortgage.....	350,000	7	— & —	New York.	1874	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	“	1886
Sullivan:						Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	“ “ “	York and Cumberland (N. Cent.)	500,000	6	May & Nov.	Baltimore.	1877
2d Mortgage.....	250,000	6	Feb. & Aug.	“	“ “ “	3d Mortgage.....					
Syracuse, Binghamton and N. Y.:						CANAL BONDS:					
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	Chesapeake and Delaware:					
Summit Branch:						1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	Chesapeake and Ohio:					
Sussex:						State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870
1st Mortgage.....	200,000	6	— & —	New York.	18—	Sterling, guaranteed.....	4,375,000	5*	“ “	London.	1890
Tioga:						Preferred Bonds.....	1,695,500	6	Jan. & July.	Baltimore.	1885
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	Delaware Division:					
Toledo, Peoria and Warsaw:						1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	2d Mortgage.....	531,000	7	March & Sept.	“	1886
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	“	1896	1st Mortgage (new)	1,500,000	7	May & Nov.	New York.	1896
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	“	1886	Delaware and Raritan (See Camden R. R.)					
Toledo, Wabash and Western:						1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	Interest Bonds.....	161,960	7	“ “	“	18—
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	“ “	“	“ “ “	Lehigh Coal and Navigation:					
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	“	“ “ “	1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	“ “	“	“ “ “	2d Loan.....	5,806,100	6	“ “	“	1884
Equipm't Bonds (T. & W. 75m.)	600,000	7	“ “	“	“ “ “	Gold Loan.....	2,000,000	6	“ “	“	1887
Consol. M. (T. & W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	“	“ “ “	Gold Loan.....	5,000,000	6*	June & Dec.	“	1897
Troy and Boston:						Convertible Loan.....	1,496,879	6	“ “	“	1877
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	Monongahela Navigation:					
2d Mortgage.....	300,000	7	April & Oct.	“	1885	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887
3d Mortgage.....	650,000	7	May & Nov.	“	1875	2d Mortgage.....	67,000	6	“ “	“	18—
Convertible Bonds.....	325,000	7	March & Sept.	“	1882	Morris (and Banking):					
Troy Union:						1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	2d Mortgage.....	302,750	6	“ “	“	1876
2d Mortgage, guaranteed.....	360,000	6	“ “	“	1878	Boat Loan.....	232,087	6	“ “	“	1885
Union Pacific:						North Branch:					
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	95-'99	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876
2d Mortgage (Gov. subsidy).....	27,236,512	6	“ “	“	“ “ “	Schuylkill Navigation:					
Land Grant bonds for 16,000,000						1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872
Income bonds.....	9,856,000	7	April & Oct.	N.Y. & Boston	87-'89	2d Mortgage.....	3,980,870	6	Jan. & July.	“	1882
Union Pacific—Central Branch:						Improvement Loan.....	1,601,870	6	May & Nov.	“	1882
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	Susquehanna and Tide Water:					
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	“	1895	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885
Union Pacific—Eastern Division:						Coupon Bonds.....	1,250,000	6	“ “	Baltimore.	1878
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	Preferred Interest Bonds.....	325,000	6	“ “	“	48
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	“	1896	Union (Pa.):					
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & July.	“	1896	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	“	1896	West Branch and Susquehanna:					
Land Grant Mort. for \$500,000	361,000	7	March & Sept.	“	1896	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	“	1816	Wyoming Valley:					
Vermont Central:						1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1880	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
2d Mortgage.....	1,500,000	7	“ “	Philadelphia.	1891	West Branch and Susquehanna:					
Equip. Loan (Vt. C. & Vt. & Co.)	1,000,000	8	May & Nov.	Boston.	1880	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878
Vermont and Massachusetts:						Wyoming Valley:					
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878
Vermont Valley:						1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
1st Mortgage.....											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are printed in "Italics."

Abstract of General Balance Sheet.

Railroad	Property and Assets.				Liabilities.				Operations.				Earnings.			
	Railroad	Freight.	Passenger.	Dividends.	Surplus Income.	Accounts.	Bonds.	Stocks.	Carried one mile.	Gross.	Net	Freight.	Passenger.	Number	Tons.	Value of Shares
Sept. 30, 1869	71.0	1	—	16	Adirondack and Chautauquegan.	New York.	2,446,579	•	20.0	21,132	209,736	234,296	•	88,511	1,160	•
Jun. 30, 1869	70.0	—	23.0	—	Alabama and Chattanooga.	Alabama.	—	—	70.0	142,0	421,816	9,214,659	7,620,888	237,383	100	100
Sept. 30, 1869	142.0	21	388	7,188,162	Albany and Susquehanna.	New York.	—	—	142.0	7,193,477	1,193,477	1,024,777	610,925	1,193,477	100	871
Jan. 31, 1870	152.0	22	19	6	425 Allegany Valley.	Pennsylvania.	—	—	132.0	68.0	118,080	—	67,110	—	60	100
Jun. 30, 1869	23.0	48.0	23.0	5.0	116 Androscoggin.	Maine.	—	—	132.0	—	—	—	7,500	—	100	100
Nov. 30, 1869	23.0	4.9	—	—	116 Atheneum.	New Hampshire.	—	—	132.0	—	—	—	119,162	8	100	96
Jun. 30, 1869	86.7	1.8	—	—	116 Atlanta and West Point.	New Hampshire.	1,200,235	•	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Jun. 30, 1869	86.7	8.3	—	—	116 Atlanta and West Point.	New Hampshire.	1,200,235	•	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Jun. 30, 1869	90.0	166	38,278	5.2	116 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,166	100	96
Dec. 31, 1869	237.0	21	16	31	120 Atlantic and Gulf.	Georgia.	—	—	86.7	46,381	302,066	319,717,166	319,717,166	319,717,1		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics."

State-old Railroads are distinguished by a "1."

Abstract of General Balance Sheet.

Year ending	Railroad.	Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.	
		Railroad.		Surplus Income.		Carried one mile.		Freight.			
		Rolling Stock.	Assets.	Bonds.	Accounts.	Passenger.	Number.	Gross.	Tons.		
Oct. 31, 1869	40,0.	27,6.	9,3.	640,000.	640,000.	1,386,000.	2,200,000.	125,000.	...	pr. & P.C.	
Jun. 30, 1869	37,0.	2,7.	3,7.	138,0.	90,5,910.	810,560.	1,121,600.	660,000.	...	pr. & P.C.	
Oct. 31, 1869	540,405,2	229,9.	41,179.	58,5,391.	1,116.	38,000.	5,000,000.	4,560,000.	...	pr. & P.C.	
Dec. 31, 1869	75,0.	79,0.	11,5.	3,116.	1,116.	1,116.	1,116.	1,116.	...	pr. & P.C.	
Oct. 31, 1869	165,0.	30,3.	7,13.	83,367.	1,116.	1,116.	1,116.	1,116.	...	pr. & P.C.	
Oct. 31, 1869	101,0.	192,4.	135,30.	13,481,241.	1,460,418.	1,460,418.	1,460,418.	1,460,418.	...	pr. & P.C.	
Nov. 30, 1869	6,6.	0.	2,2.	10.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	pr. & P.C.	
Dec. 31, 1869	15,0.	6,7.	16,0.	4.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	pr. & P.C.	
Jun. 30, 1869	84,2.	47,9.	36.	20.	710.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Jun. 30, 1869	119,5.	72,0.	47.	37.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	pr. & P.C.	
Oct. 31, 1869	28,3.	30.	24.	7.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	pr. & P.C.	
Dec. 31, 1869	9,0.	18,0.	2,10.	10.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	pr. & P.C.	
Sept. 30, 1869	29,0.	29,0.	21.	41.	9.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Jun. 30, 1870	93,5.	77,6.	14,7.	26.	22.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1870	180,3.	165,6.	76,45.	74,0.	75.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1870	12,4.	2,3.	3.	1.	1.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1870	186,0.	185,0.	10,0.	6,0.	14.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Nov. 30, 1870	162,5.	11,3.	16,9.	8.	10.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1870	122,5.	7,1.	12,5.	7.	7.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1870	12,7.	2,6.	24,5.	10,9.	16.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1870	287.	285.	285.	74,0.	75.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1870	224.	29.	29.	7.	7.	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1870	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Jun. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Oct. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Dec. 31, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	
Sept. 30, 1871	1,168,766.	4,678,560.	1,943,159.	4,678,560.	...	1,168,766.	4,678,560.	1,943			

Dec. 31, 1869] 7240	3,01160	35 14	776 North Louisiana and Texas. Missouri. 20,600,000	*	7,660,000 18,000,000	720	
Feb. 28, 1870] 228,314	17,8	63	60 North Missouri. Pennsylvania. 905,987	991,064	2,084,486 432,124	381,0	
Oct. 31, 1869 65,6	12,1	28,8	50 North Pennsylvania. Canada. 5,465,410	5,150,000 58,439 132,476	1,182,731 463,114	5,60,62	
Dec. 31, 1869 95,0	2,6	20,3	50 Northern Central. Md. and Penn. 6,566,866 2,889,154	86,785 416,407	6,717 400,145	5,60,62	
Oct. 31, 1869 168,0	—	—	485 Northern New Hampshire. New Hampshire. 3,088,400	6,000,000 7,005,500 692,682	332,414,683,366 5,935,262	10,110,430	
Mar. 31, 1870 132,0	132,0	132,0	32 Northern New Jersey. N. J. and N. Y. 67,452	1,100,000 400,000	35,3 46,773	8,100,114	
Sept. 30, 1869 21,3	4,6	6	32 Northern New Jersey. N. J. and N. Y. 642	1,100,000 400,000	35,3 46,773	8,100,114	
Dec. 31, 1869 70,0	7,0	12,3	21,20	138,311 384,400 776,000	227,017	66,0 227,721	100,1124
June 30, 1869 113,0	32,0	14,0	19,21	242 (Owned by Prov. Govt.)	145,0	614,189 10,624,10	100,1124
Mar. 30, 1869 113,0	4,0	18,7	31,16	232 Nova Scotia. Nova Scotia. 6,455,107	665,929,70 655,558,588	226,370 308,922	386,839 6,100,871
Mar. 31, 1869 53,0	8,1	8,1	31,16	241 Ohio and Lake Champlain. N. Y. 1,054,988	6,156,570	1,190,413	1,046,222
Oct. 31, 1869 241,1	241,1	241,1	86,43	240 Northern and Mississippi. Ohio, Ind. & Ill. 2,054,988	6,156,570	1,190,413	1,046,222
Oct. 31, 1869 118,0	3,5	21,5	241,1	23,000,000 2,054,988	120,754 23,714,125	122,0 552,120	50,65,62
Sept. 30, 1869 150,5	12,2	32,4	28,16	313 Oil Colony and Allegheny River. Penn. 45,000	6,152,860	482,321	100,48
Sept. 30, 1869 149,0	12,0	32,4	28,73	490 Old Colony and Newport. Massachusetts. 7,878,980	231,249	340,0 1,926,166	287,982,10
Sept. 30, 1869 106,3	9,9	9,7	27,16	344 Orange, Alex., and Massachusetts Gap. Vt. 165,604	4,569,029	885,5	70,606,065
Dec. 31, 1869 6,6	4,0	1,3	31	345 Orange and Newark. New York. 5,800,000	4,580,546	1,019,386	47,348,474,713
Sept. 30, 1869 285,0	24,7	7	9	346 Oswego and Rome. New York. 982,986	300,000 610,000	47,367	9,0 100,72
Feb. 28, 1869 285,0	35,9	98	52	347 Peconic. New York. 1,446,986	3,006,034	3,783,742	100,100
Sept. 30, 1869 106,3	10,5	10,5	15,23	348 Panama. Panama. 9,000,000	7,000,000	3,784,136	8,94,346
Dec. 31, 1869 144,5	14,5	—	—	349 Paterson and Hudson. New Jersey. 7,000,000	5,000,000	nine in month.	1,103,219
Dec. 31, 1869 12,0	—	—	—	350 Paterson and Ramapo. New Jersey. 1,000,000	500,000	(Leased to Erie)	63,400
Dec. 31, 1869 12,0	—	—	—	351 Paterson and Highstown. New Jersey. 538,692	500,000	(Leased to Camden and Amb. Ov.)	26,500
Dec. 31, 1869 22,0	6,2	6,2	31,16	352 Pennsylvania Coal. Pennsylvania. 32,322,867	382,160 160,000	36,542	100,100
Oct. 31, 1869 46,0	4,5	6	31,16	353 Pennsylvania Coal. Pennsylvania. 2,000,000	3,200,000 592,500	47,000	100,122
Oct. 31, 1869 106,0	10,5	10,5	23,4	354 Peoria and Bureau Valley. Illinois. 1,000,700	3,000,000	47,074	100,120
Dec. 31, 1869 46,0	—	—	—	355 Peoria, Fekin and Jacksonville. Illinois. 1,000,000	1,000,000	83,0	100,100
Dec. 31, 1869 82,0	6,4	6,4	10,8	356 Peoria and Rock Island. Illinois. 2,000,000	1,000,000	120,0	100,100
Dec. 31, 1869 12,0	—	—	—	357 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Dec. 31, 1869 22,0	6,2	6,2	31,16	358 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Dec. 31, 1869 61,0	21,3	21,3	31,16	359 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Dec. 31, 1869 61,0	6,2	6,2	31,16	360 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 46,0	4,5	6	31,16	361 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 22,0	6,2	6,2	31,16	362 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	363 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	364 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	365 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	366 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	367 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	368 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	369 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	370 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	371 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	372 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	373 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	374 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	375 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	376 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	377 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	378 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	379 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	380 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	381 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	382 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	383 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	384 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	385 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	386 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	387 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	388 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	389 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	390 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	391 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	392 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	393 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	394 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	395 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	396 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	397 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	398 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	399 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	400 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	401 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	402 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	403 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	404 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	405 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	406 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	407 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	408 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	409 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	410 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	411 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	412 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	413 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	414 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	415 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	416 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869 12,0	—	—	—	417 Peoria and Rock Island. Illinois. 1,000,000	1,000,000	120,0	100,100
Oct. 31, 1869							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Companies occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State and Railroads are distinguished by a "2."

Abstract of General Balance Sheet.

Railroad.	Property and Assets.		Liabilities.		Operations.		Earnings.	
	Railroad.	Accounts and Cash.	Accounts.	Bonds.	Passenger.	Freight.	Tons.	Value of Shares.
Sept. 30, 1869 68.0	6 4	81 Spartanburg and Union ² , South Carolina.	1,240,682	647,380	126,000	61,400	21,702	150,000
Dec. 31, 1869 68.0	2.9 07.5	160 Stringfield, Mt. Vernon & Pftah, Ohio.	1,860,000	1,600,000	78.0	180,000	92,594	100,000
Sept. 30, 1869 12.0	0.4	6 Staten Island ² , New York.	389,670	600,000	13.0	62,797	2,919,240	282,647
Sept. 30, 1869 1.0	1.0	134 Sterling Mountain ² , New York.	502,468	800,000	7.6	10,077	476,211	42,969
Sept. 30, 1869 7.6	1.3	Stockbridge and Pittfield, Mass.	444,600	360,000	448,700	30,477	31,400	7,100
Nov. 30, 1869 21.9	1.0	Stony Brook ² , New York.	444,600	4,100	—	—	7,466	3,100
Oct. 31, 1870 13.2	0.9	307,500	634	—	—	—	8,591	98
Oct. 31, 1869 10.0	19.0	Bullard and Erie ² , Pennsylvania.	600,000	—	207,500	10,000,000	10,000,000	500
Dec. 31, 1869 12.0	0.8	230 Susquehanna, Binghamton and N. Y. ² , New York.	459,944	560,000	1,000,000	120,400	18,001	3,100
Sept. 30, 1869 81.0	12.0	274 Syracuse, Binghamton and N. Y. ² , New York.	3,660,000	—	1,470,130	1,707,050	6,812,870	16,078,940
Sept. 30, 1869 11.1	1.2	310 Syracuse & Chenango Valley ² , New York.	302,971	—	24,194	45,234	102,173	132,507
Sept. 30, 1869 11.1	0.6	106 Tanton Branch ² , Massachusetts.	—	—	3,274,000	1,654,000	1,933,322	22,835
Sept. 30, 1869 11.1	0.6	177.0 Teaneck and Pacific ² , Tennessee.	—	—	1,657,176	166,284	840,115	8,100
Sept. 30, 1869 7.5	11.0	215,990 Terre Haute and Indianapolis, Indiana.	843,402	380,563	1,049,365	84.0	1,279,048	61,446
Oct. 31, 1869 32.6	6.1	311,411 Toga ² , Pennsylvania.	—	—	1,049,365	84.0	1,279,048	12,100
Oct. 31, 1869 32.6	11.4	321 Toledo, Peoria and Warsaw ² , Illinois.	588,000	2,620,000	246,000	34.6	336,440	50
Oct. 31, 1869 45.8	45.2	323,380 Toledo, Wabash and Western, O. I. & Ill. ² , Illinois.	510,000	5,103,000	228,0	10,727,110	4,292,343	100,000
Dec. 31, 1869 21.1	11.5	324 Troy and Boston ² , New York.	2,926,733	—	28,702	640,066	66.0	286,987
Sept. 30, 1869 6.0	6.0	325 Troy and Greenbush ² , New York.	294,908	—	—	—	—	100
Nov. 30, 1869 30.0	1.4	326 Troy and Greenfield ² , Massachusetts.	407,400	—	—	—	32,000	49
Oct. 31, 1869 37.5	8.0	327 Tyrone and Clearfield ² , Pennsylvania.	914,080	—	—	—	—	50
Apr. 30, 1870 1,038	10.0	328 Union Pacific ² , Nebraska, & C. N. W. ² , Kansas.	1,063,955,978	654,580	33,702,300	107,500,000	4,908,926	100,274
Dec. 31, 1869 160.0	11.0	329 Union Pacific (Central Branch) ² , Kansas.	1,063,955,978	654,580	33,702,300	107,500,000	4,908,926	100
Sept. 30, 1869 229.0	11.4	330 Utica and Black River ² , New York.	1,810,000	—	1,000,000	8,200,000	1,172,970	132,040
Sept. 30, 1869 62.0	8.1	331 Utica, Chenango and Susq. Valley ² , New York.	1,650,222	—	1,000,000	8,200,000	1,172,970	100
Sept. 30, 1869 12.0	12.0	332 Vermont and Canada ² , Vermont.	2,500,000	—	2,500,000	—	168,494	100,104
May 31, 1869 47.0	26.6	333 Vermont Central ² , Vermont.	10,306	5,600,000	5,600,000	—	—	Var.
May 31, 1869 117.0	21.0	334 Vermont and Massachusetts, Mass. & Vt. ² , Massachusetts.	10,306	5,600,000	5,600,000	—	1,949,450	543,331
Sept. 30, 1870 10.8	21.0	335 Vermont and Massachusetts, Mass. & Vt. ² , Vermont.	3,465,944	—	—	—	100,722	2
May 31, 1869 23.7	—	336 Vermont Valley ² , Vermont.	1,221,886	—	1,221,886	—	100	100
Feb. 28, 1870 140.0	7.8	337 Virginian and Piedmont ² , Virginia.	329,000	—	329,000	—	483,537	162,479
Sept. 30, 1869 204.0	9.5	338 Virginian and Tennessee ² , Virginia.	802,000	—	802,000	—	316,688	100
Dec. 31, 1869 163.3	3.8	339 Warren Valley ² , New York.	1,700	—	1,700	—	7,100	874
Sept. 30, 1869 10.3	3.8	340 Washington, Alex. & George D. & Vt. ² , Maryland.	1,298	—	1,298	—	6,100	—
Dec. 31, 1869 7.0	—	341 Washington County, Maryland ² , Maryland.	1,298	—	1,298	—	6,100	—
Dec. 31, 1869 22.0	—	342 Washington, D. C. & V. ² , Maryland.	1,298	—	1,298	—	6,100	—
Oct. 31, 1869 24.5	6.0	343 West Chester and Philadelphia, Penn.	7.8	—	7.8	—	6,100	—
Sept. 30, 1869 160.0	15.0	344 West Chester and Philadelphia, Penn.	15.0	—	15.0	—	6,100	—
Sept. 30, 1869 160.0	15.0	345 West Shore Hudson River, New York.	619,446	—	619,446	—	6,100	—
Dec. 31, 1869 45.0	9.5	346 West Shore Hudson River, New York.	600,000	—	625,778	612,300	6,024	138.0
Dec. 31, 1869 45.0	9.5	347 Western and Atlantic ² , Georgia & Texas.	1,942,000	—	1,942,000	—	43.0	—
Dec. 31, 1869 45.0	9.5	348 Western and Atlantic ² , Georgia.	1,942,000	—	1,942,000	—	46.0	—
Dec. 31, 1869 45.0	9.5	349 Western Maryland ² , Maryland.	1,025,916	—	1,025,916	—	20.0	—
Dec. 31, 1869 45.0	9.5	350 Western North Carolina ² , North Carolina.	2,650,000	—	2,650,000	—	12,000	0
Oct. 31, 1869 142.0	8.0	351 Western Pennsylvania ² , Pennsylvania.	1,111,000	—	1,111,000	—	188,802	44,719
Oct. 31, 1869 142.0	8.0	352 Western Union ² , Wisconsin and Illinois.	1,213,917	194,442	1,213,917	194,442	180,201	82,376
Dec. 31, 1869 182.0	13.0	353 West Jersey ² , New Jersey.	2,177,000	—	2,177,000	—	160,511	100
Dec. 31, 1869 182.0	13.0	354 West Jersey ² , New Jersey.	2,177,000	—	2,177,000	—	160,511	100
Sept. 30, 1869 138.0	9.5	355 West Shore Hudson River, New York.	93.0	—	93.0	—	160,511	100
Sept. 30, 1869 138.0	9.5	356 West Shore Hudson River, New York.	93.0	—	93.0	—	160,511	100
Dec. 31, 1869 45.0	9.5	357 White Mountain ² , New Hampshire.	63.0	—	63.0	—	160,511	100
Dec. 31, 1869 45.0	9.5	358 White Mountain, Charlotte & Rutherford, N.C. ² , North Carolina.	63.0	—	63.0	—	160,511	100
Dec. 31, 1869 45.0	9.5	359 Williamson, Colum. and Augusta, N. C. & S. O. W. ² , South Carolina.	1,111,000	—	1,111,000	—	160,511	100
Dec. 31, 1869 45.0	9.5	360 Williamson and Reading ² , Pennsylvania.	1,200,000	—	1,200,000	—	160,511	100
Dec. 31, 1869 182.0	13.0	361 Western Union ² , New Jersey.	21.0	—	21.0	—	160,511	100
Dec. 31, 1869 182.0	13.0	362 Western Union ² , New Jersey.	21.0	—	21.0	—	160,511	100
Dec. 31, 1869 10.0	8.0	363 Western Union ² , New Jersey.	17.38	6	247	1,160,752	3,801	1,107,016
Aug. 31, 1869 94.0	8.0	364 Western Union ² , New Jersey.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 20.0	6.10	365 White Mountain ² , New Hampshire.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 20.0	6.10	366 White Mountain, Charlotte & Rutherford, N.C. ² , North Carolina.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 20.0	6.10	367 Williamson, Colum. and Augusta, N. C. & S. O. W. ² , South Carolina.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 20.0	6.10	368 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 15.4	—	369 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 15.4	—	370 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 38.1	—	371 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 45.7	—	372 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	373 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	374 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	375 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	376 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	377 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	378 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	379 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	380 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	381 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	382 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	383 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	384 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	385 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	386 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	387 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	388 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	389 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	390 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	391 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	392 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160,752	4,107,016	4,107,016
Dec. 31, 1869 13.0	1.0	393 Williamson and Reading ² , Pennsylvania.	17.38	6	247	1,160		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. sq. feet.	Homes and Dummies.	Cars.	COMPANIES.				Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Dividends on paid Capital.	Value of Shares.	PASSENGER RAILROAD BONDS.							
				No.	No.	Cost of Road and Equipment.	Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.	Market.	COMPANIES.	Amount out- standing.	Interest Rate.	Pay- able.	Princip- al.	Market Price.	
Sept. 30, '69	7.25	94	14	Albany	N.Y.	150,309	93,800	40,000	5,000	78,317	21,467	100	100	...	Albany:	\$ 40,000	7	J. & J.	18-	...	
Sept. 30, '69	0.96			Albany st. Freight (B'ton). Mass.		47,765	75,000		1,136	2,654	557	100	100	...	1st Mortgage.	694,000	7	J. & J.	1872	...	
Oct. 31, '69	3.41	11	4	Allentown	Pa.	27,739	30,314		11,900	9,059	2,372	100	100	...	1st Mortgage.	100,000	7	J. & J.	1881	...	
Dec. 31, '68	31.00	479	73	Baltimore City	Md.	1,762,725	900,000	694,000	23,300	430,046	6	100	100	204	Broadway (Brooklyn):	500,000	7	J. & D.	1884	...	
Sept. 30, '69	2.00	400	50	Bleek, st. & F.F. (N.Y.C.) N.Y.		302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	...	1st Mortgage.	80,000	7	J. & J.	18-	...
Sept. 30, '69	3.36			Boston and Chelsea	Mass.	110,000	110,000		4,400	4,004	4	100	100	384	Brooklyn, Bath & Coney I.:	300,000	7	J. & J.	1882	...	
Sept. 30, '69	2.75			Boston & West Roxbury	Mass.	41,000	41,000								Brooklyn City:	300,000	7	J. & J.	1882	...	
Sept. 30, '69	10.76	185	46	Broadway (Brooklyn)	N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	...	1st Mortgage.	200,000	7	J. & J.	1875	...
Sept. 30, '69	7.00	75	103	B'way & 7th Av. (N.Y.C.) N.Y.		179,789	100,000	80,000		30,153	Loss.	100	100	...	Brooklyn, Pros. P. & Flatb.:	278,000	7	M. & N.	1878	...	
Sept. 30, '69	7.00	27	21	Brooklyn City	N.Y.	1,957,420	1,500,000	300,000	1,282,132	322,466	12.0	100	100	...	Brooklyn & Rockaway B'ch:	45,000	7	J. & J.	18-	...	
Sept. 30, '69	11.00	178	37	Brooklyn City & Newtown	N.Y.	600,000	596,500	4,000	34,438	134,615	21,999	100	100	...	1st Mortgage.	316,500	7	J. & D.	1881	...	
Sept. 30, '69	19.25	22	8	B'klyn, Pros. P. & Flatb.	N.Y.	537,944	261,400	278,000		72,720	5,718	100	100	...	Buffalo street:						
Sept. 30, '69	4.50			B'klyn Flatb & Coney Isl.	N.Y.	10,000	100,000														
Sept. 30, '69	15.21	180	51	Buffalo street.	N.Y.	327,661	55,800	316,500	5,457	160,428	18,957	100	100	...							
Sept. 30, '69	11.50	87	13	Bushwick (Brooklyn)	N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	100	100	...							
Sept. 30, '69	27.43			Cambridge (Boston)	Mass.	734,671	727,800	150,000	74	9,000	100	100	100	1044	Cambridge (Boston):	150,000	6	J. & J.	1883	92	
Sept. 30, '69	1.76	20	4	Central City (Syracuse)	N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	...	1st Mortgage sinking fund					
Sept. 30, '69	36.71	731	20	Cen. P., N. & E.R. (N.Y.C.) N.Y.		1,627,021	1,068,400	626,000	76,052	588,724	13,997	100	100	...	Central Park, N. & E. River:	620,000	7	J. & J.	1874	...	
Oct. 31, '69	8.43	200	32	Citizens' (10th&11th st.) (Ph.) Pa.		179,635	192,750			240,293	81,318	364	50	194	...	Citizens' (Pittsburg):	56,300	7	J. & J.	1870	...
Oct. 31, '69	9.06	139	22	Citizens' (Pittsburg)	Pa.	234,427	184,000	50,000	7,700	145,568	38,078	150	50	44	...	Coney Island and Brooklyn:	214,000	7	J. & J.	1873	...
Sept. 30, '69	14.83	212	16	Coney Island (Brooklyn)	N.Y.	647,384	500,000	214,000	29,131	144,047	13,067	100	100	...	D. Dock, E. Bd. & Battery:	42d st. & G'd st. Ferry (N.Y.):	100,000	7	var.	var.	...
Sept. 30, '69	22.79	808	107	Dry Dock, E.B.B. & N.Y.C. N.Y.		859,150	1,200,000	700,000		308,135	180,104	100	100	...	1st Mortgage.	100,000	7	J. & J.	1873	...	
Sept. 30, '69	3.50	4	4	Dunkirk and Fredonia	N.Y.	42,643	34,825		1,337	8,480	4,162	3	100	100	...	8th Avenue (N.Y.):	700,000	7	J. & J.	18-	...
Oct. 31, '69	1.64	12	3	Easton and S. Easton	Pa.	25,230	29,562			8,565	1,237	25	20	...	1st Mortgage.	203,000	7	J. & J.	18-	...	
Sept. 30, '69	19.00	851	157	Eighth Avenue (N.Y. City) N.Y.		1,527,023	1,000,000	203,000		885,447	200,354	12.0	100	100	...	42d st. & G'd st. Ferry (N.Y.):	100,000	7	J. & J.	1873	...
Oct. 31, '69	2.26	18	4	Erie Cl'y.	Conn.	32,915	18,550	17,272		12,444	2,749	50	9	...	1st Mortgage.	100,000	7	J. & J.	1873	...	
Sept. 30, '69	2.70	10	4	Fifth Ward (Syracuse)	N.Y.	43,301	29,285	10,000		10,403	456	100	100	...	1st Mortgage.	160,000	7	J. & J.	1873	...	
Sept. 30, '69	0.63	50	42	42d st. & Gr'd st. F. (N.Y.C.) N.Y.		1,052,479	748,000	280,000		376,903	112,240	10.0	100	100	...	Real Estate:	100,000	7	var.	var.	...
Oct. 31, '69	16.36	273	45	45th & Southwark (Ph.) Pa.		762,441	491,750	198,000		308,135	61,719	64	50	42	...	Frankford and Southwark:	198,000	7	J. & J.	1877	...
Sept. 30, '69	3.25	22	5	Genesee & Water st. (Syr.) N.Y.		59,053	42,500	12,700	2,000	12,598	545	100	100	...	1st Mortgage:	62,500	7	J. & J.	1877	...	
Oct. 31, '69	34.25	360	59	Germantown (Phila.)	Pa.	562,270	370,545	350,000		348,021	123,493	19.0	50	30	...	Germantown:	250,000	7	J. & J.	1879	...
Oct. 31, '69	5.40	135	25	Girard College (Phila.)	Pa.	173,657	170,000			136,885	35,507	10.0	50	17	...	Green and Coates (Phila.):	100,000	7	J. & J.	1876	85
Sept. 30, '69	8.00			Grand st. F. & Middle Vil. N.Y.		75,000	125,000	190,000		37,900	10,205	100	100	...	Grand st. and Newtown:	30,000	7	J. & J.	18-	...	
Sept. 30, '69	5.50	90	15	Gr'd st. & Newtown (B'k'n) N.Y.		200,000	170,000	30,000		82,066	7,023	100	100	...	Hart. Br. Morris'a & Fordh.:	30,000	7	J. & J.	18-	...	
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.) Pa.		239,746	150,000	100,000		176,078	39,959	7.0	50	15	...	Hestonv. Mantua & Fairm.:	25,900	7	J. & J.	1874	88
Sept. 30, '69	10.00	107	22	Harrisburg City	Pa.	255,228	114,010	130,000	3,000	72,802	4,770	100	100	...	Hudson Av. (Brooklyn):	10,000	7	var.	var.	...	
Oct. 31, '69	2.14	11	11	Hartford & Wethersfield Conn.		60,111	41,995	9,950	1,956	5,280	222	25	24	...	1st Mortgage.	74,000	7	M. & N.	1878	...	
Dec. 31, '69	9.00	19	6	Harrisburg City	N.Y.	180,000	180,000								1st Mortgage.	62,500	7	J. & J.	1888	75	
Dec. 31, '69	14.10	339	56	Hartford & Wethersfield Conn.		470,619	306,390	164,400	1,500	283,927	63,060	24	50	7	...	Hudson Av. (Brooklyn):	10,000	7	J. & J.	1874	88
Dec. 31, '69	2.50			Hoboken and Weehawken	N.J.	161,535	106,700	74,000	9,272						1st Mortgage.	30,000	7	J. & J.	18-	...	
Sept. 30, '69	3.56	27	9	Hudson Av. (Brooklyn)	N.Y.	77,494	75,000									1st Mortgage.	19,000	7	J. & J.	1877	...
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.) Pa.		118,892	90,000	62,500	11,462	78,378	6,258	25	104	...	Lombard and South st. (Ph.):	11,462	7	J. & J.	1875	...	
Sept. 30, '69	3.82	50	59	Lowell Horse	Mass.	49,180	55,830			26,181	2,431	100	100	30	...	Lynn and Boston:	20,000	7	J. & J.	1879	...
Sept. 30, '69	11.75	239	35	Lynn and Boston	Mass.	276,221	200,000	50,000	51,187	136,719	Loss.	100	100	20	...	Green and Coates (Phila.):	25,000	7	J. & J.	1879	...
Sept. 30, '69	3.41	341	9	Malden and Melrose (B'k'n) Mass.		60,246	200,000	45,872		16,740	Loss.	100	100	20	...	Malden and Melrose:	50,000	7	J. & J.	1886	74
Sept. 30, '69	0.91			Marginal Freight (Boston) Mass.		191,834	191,500			46,454	1,144	100	100	30	...	1st Mortgage, guaranteed:	45,872	6	A. & O.	1880	...
Sept. 30, '69	3.07	43	43	Medford & Charlestown (B'k'n) Mass.		36,000	21,000	4,000		1,174	23,375	100	100	30	...	Metropolitan (Brooklyn):	101,900	7	J. & J.	1878	...
Sept. 30, '69	4.88	43	6	Merrimac Valley	Mass.	42,206	50,000			52,721	8,213	5	100	100	...	1st Mortgage.	20,000	6	J. & J.	1881	85
Sept. 30, '69	6.00	68	12	Metropolitan (Brooklyn) N.Y.		361,500	194,000	191,900		297,271	68,500	10.0	100	100	...	Philadelphia and Darby:	57,000	7	J. & J.	1887	...
Sept. 30, '69	33.65	914	170	Metropolitan (Boston)	Mass.	1,624,594	250,000			29,415	4,677	50	25	74	...	1st Mortgage.	48,300	7	J. & J.	1880	...
Sept. 30, '69	12.28	247	49	Middlesex (Boston)	Mass.	530,367	400,000	100,000	81,557	126,											

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.]	Amount out- standing.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	...	...
Berkshire, * guaranteed.	600,000	7	7	...	...
Blossburg and Corning, * guar.	250,000	5	5	...	...
Boston, Concord & Montreal, pref.	1,340,000	6	6	75	...
Buffalo, N. York and Erie, * guar.	950,000	7	7	...	...
Camden and Atlantic, pref.	753,685	7	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	50	...
Cayuga and Susquehanna, * guar.	589,110	...	9	...	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...	...
Central Ohio, preferred.	400,000	7	7	29	...
Chemung, * guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	3	88	...
Chicago and Alton, pref.	2,425,400	7	10	116	...
Chicago, Iowa and Nebraska,* guar.	2,800,000	...	10	...	...
Chicago and Northwestern, pref.	20,370,293	7	7	92	...
Cleveland and Mahoning, * guar.	2,056,000	7	7	...	...
Cleveland and Toledo, *† guar.	6,250,000	...	3	...	...
Cocheco, preferred.	177,750	8	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91	...
Cumberland Valley, 1st pref.	241,900	8	8	114	...
" " 2d pref.	242,000	8	8	...	...
Delaware,* guaranteed.	594,261	6	6	...	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	...
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport, * guar.	500,000	5	5	...	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	81	...
Erie, preferred.	8,536,910	7	7	44	...
Evansville and Crawfordsville pref.	10,000	...	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	100	...	...
Harrisburg and Lancaster, * guar.	1,182,550	7	7	...	...
Housatonic, preferred.	1,180,000	8	4	105	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	...	...
Joliet and Chicago, * guar.	1,500,000	7	7	...	...
Joliet and Northern Indiana, * guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	7	...	...
Leeds and Farmington,* guar.	500,000	7	7	...	...
Little Schuylkill, * guar.	2,646,100	7	7	...	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	87	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	26	...
" " 2d pref.	4,051,744	6	...	9	...
Manchester and Lawrence,*	1,000,000	...	9	...	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77	...
Mine Hill and Schuylkill Haven,* guaranteed.	9,775,000	8	8	...	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...	...
New Haven and Northampton*.	1,344,000	...	2	...	...
New York and Harlem, pref.	1,500,000	8	8	134	...
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L Champlain, pref.	1,037,000	8	8	108	...
Ohio and Mississippi, pref.	3,500,000	7	7	76	...
Paterson and Hudson,* guar.	630,000	8	8	...	...
Paterson and Ramapo,* guar.	248,000	5	5	...	...
Peoria and Bureau Valley,* guar.	1,200,000	...	6	...	...
Philadelphia and Erie,*	5,996,700	...	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...	...
Philadelphia and Trenton,*† guar.	1,099,120	10	10	...	...
Pittfield and North Adams,* guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...	...
Portland, Sag & Portlandmouth,* guar.	1,500,000	6	6	...	...
Portsmouth and Concord*.	350,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*.	557,560	7	7	...	...
Rutland, preferred.	520,000	7	7	54	...
St. Louis, Alton and T. H., pref.	2,940,000	7	7	57	...
Sandusky and Cincinnati, pref.	445,366	6	6	36	...
Schuylkill Valley, * guar.	576,000	5	5	...	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...	...
" " (B. D.) pref.	1,700,000	7	7	...	...
Toledo, Wabash and Western, pref.	274,000	7	7	75	...
Troy and Greenbush,* guar.	2,500,000	8	8	...	...
Vermont and Canada,* guar.	1,408,300	7	7	...	...
White Mountains,* guar.	200,000	5	5	...	...
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	...	...
CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	...	...
Morris, preferred.	1,175,000	10	10	83	...
Schuylkill Navigation, pref.	2,588,997	6	6	33	...
Union, preferred.	...	5	...	2	...
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	6	...	...	...
Mariposa Mining, pref.	5,174,400	7	7	10	...

WHOLESALE PRICE CURRENT.	
IRON—DUTY: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....	per ton 31 — @ 24 —
Pig, American, No. 1.....	34 — @ 26 —
Pig, American, No. 2.....	32 — @ 24 —
Pig, American, Forge.....	31 — @ 22 —
Bar, Refined, English and American.....	— @ 25 —
Bar, Swedes, assorted sizes.....	(gold) 85 — @ 100 —

STORE PRICES.	
Bar, Swedes, ordinary sizes.....	100 — @ 115 —
Bar, Refined.....	77 50 — @ —
Bar, Common.....	85 — @ —
Scroll.....	— @ 120 —
Oval and Half-round.....	97 50 — @ 105 —
Band.....	95 — @ 95 —
Horse Shoe.....	95 — @ —
Rods, 4@5-16 inch.....	82 50 — @ 120 —
Hoop.....	100 — @ 140 —
Nail Rod.....	per lb. — @ 6½ —
Sheet, Russia, as to No. 2.....	(gold) 104 — @ 11 —
Sheet, Single D. and T. Common.....	41 @ 6 —
Rails, English.....	(gold) — per ton. 54 50 — @ 59 —
Rails, American, at Works in Penna. c'y. 70 — @ 72 —	
Anvils, (Eagle).....	— per lb currency. — 8 @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)..... per lb. 15 @ — 18

English Spring (2d and 1st quality)..... 7 @ — 10

English Blister (2d and 1st quality)..... 10 @ — 17

English German (2d and 1st quality)..... 11½ @ — 14

American Blister "Black Diamond"..... — @ 12 —

American, Cast, Tool, do..... 16 @ — 17

American, Spring, do..... 9 @ — 11

American Machinery do..... 9 @ — 12

American German do..... 9 @ — 12

NAILS—DUTY: Cut, 1d; Wrought, 2d; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 1d, @ 60d..... per 100 lb 4 40 @ —

Cut Spikes, all sizes..... 4 65 @ —

Clinch..... 5 90 @ 5 —

Horse Shoe, Forged (No. 10 to 5)..... per lb. 22 @ — 30

Copper..... — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Tern Plates, 25 per cent. ad val.

Plate and Sheets and Tern Plates, 25 per cent. ad val.

Banca..... (gold) per lb. 38½ @ —

Straits..... (gold) 32½ @ — 33

English..... (gold) — @ 32½

Plates—Fair to good brands. — Gold—Currency.

I. C. Charcoal..... per box 8 62 @ 9 — 10 — @ 10 50

I. C. Coke..... 7 37 @ 7 75 8 37 @ 8 75

Coke Ternie..... 6 23 @ 7 25 7 25 @ 8 25

Charcoal Ternie..... 7 87 @ 8 25 9 — @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..... per gall. 14½ @ —

Crude, 40 @ 47 gravity (in shipping order)..... 15 @ — 19

Refined, Standard White (in ship'g order)..... 24 @ — 24½

Refined, prime White (in shipping order)..... 26 @ — 25½

Refined, S. W. (in jobbing lots)..... 30 @ — 32

Refined, S. W. (in tin)..... 30 @ — 32

Naphtha, Refined, (65 @ 73 gravity)..... 9½ @ —

Residuum..... per bbl. 4 — @ —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

1st. 2d. 3d. 4th.

Sizes. A. B. C. D.

6 by 8 to 7 by 9..... \$7 75 \$7 00 \$6 60 \$6 00

8 by 10 to 10 by 15..... 8 25 7 50 7 00 6 50

11 by 14 to 12 by 18..... 9 75 9 00 8 00 7 00

14 by 16 to 16 by 24..... 10 50 9 50 8 50 7 50

18 by 22 to 18 by 30..... 12 25 11 25 10 00 8 00

20 by 30 to 24 by 30..... 15 00 13 75 11 50 9 00

24 by 31 to 24 by 36..... 16 50 15 00 12 50 10 00

25 by 36 to 36 by 44..... 17 50 16 00 14 50 12 50

30 by 40 to 32 by 48..... 20 00 18 00 15 50 13 50

32 by 30 to 32 by 56..... 22 00 20 00 17 00 14 50

Above..... 25 00 23 00 20 00 16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 (4 qts.) ... per 50 feet 10 @ 7 75

8 by 11 to 10 by 16 (4 qts.) ... 10 50 @ 8 —

11 by 14 to 12 by 18 (4 qts.) ... 12 @ 9 25

14 by 16 to 16 by 24 (4 qts.) ... 12 50 @ 9 75

18 by 22 to 18 by 30 (4 qts.) ... 15 @ 10 50

20 by 22 to 24 by 30 (4 qts.) ... 18 50 @ 12 50

26 by 28 to 24 by 36 (4 qts.) ... 19 50 @ 12 50

26 by 34 to 28 by 40 (3 qts.) ... 21 50 @ 16 —

28 by 38 to 28 by 44 (3 qts.) ... 22 @ 16 50

28 by 46 to 30 by 48 (3 qts.) ... 23 @ 17 —

30 by 50 to 32 by 52 (3 qts.) ... 24 50 @ 18 —

32 by 54 to 34 by 56 (3 qts.) ... 26 50 @ 19 50

34 by 58 to 24 by 60 (3 qts.) ... 30 @ 22 —

36 by 60 to 40 by 60 (3 qts.) ... 36 @ 23 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.					
Actual Sale Prices for the week ending Mar. 15.					

<tbl_r cells="6" ix

Wednesday of this week, \$1,094,000; and on Thursday, \$100,000.

The U. S. Sub-Treasurer retired, last week, \$3,067,483 of coin certificates, received for customs.

The Government revenues, last week, were liberal in the line of customs, and moderate in the excise form. The Excises yielded about two millions. The customs at the port of New York, last week were \$3,408,483; and at the outports, equal to about \$1,100,000 more, all in coin, or coin certificates. The internal revenue yield thus far in the current fiscal year beginning with July 1, 1870, has been about 106 millions.

The Gold Exchange Bank clearances on Thursday of last week were \$43,058,000; on Monday of this week \$17,512,000, the extremes since our last. On Wednesday they amounted to 30½ millions.

The export drain was \$954,584 last week, against 775,685, same week preceding year. The shipments since July 1, 1870, have been \$51,046,354, against \$22,608,838 same time in 1869-'70.

The customs demand for Gold last week, averaged \$577,667 a day; thus far, this week, it has averaged \$562,000 a day, or equal to a weekly aggregate of \$3,372,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$3,458, and since Jan. 1, 1871, \$2,710,973, against \$3,496,795 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$101,597,970, against \$91,708,902 same time in 1869-'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$65,647,905 against \$66,092,292 same time in 1869-'70.

Foreign Exchange has shown more firmness, on a rather livelier inquiry for prime bills, which have been offered less freely. Bankers' sixty day bills on London closed on Wednesday at 109½@109½; sight bills on London, 110½@110½.

The produce exports from this port, week ending with March 7th, were to the currency value of \$6,264,325.

Government securities have been less active, but with comparatively moderate offerings of bonds of all issues, prices have been fairly supported. The subscriptions to the new refunding Five per cent. Loan, thus far reported, amount to about 12 millions.

On Wednesday, Government bought in two millions of Five-Twenties at 109 55@109 59, ex-interest. The amount of bonds offered was \$7,823,500.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115½; U. S. Five-Twenties of 1862, 112½@112½; U. S. Five-Twenties of 1864 at 112@112½; U. S. Five-Twenties of 1865, 112@112½; U. S. Five-Twenties of 1865 consolidated, 110½@111; U. S. Five-Twenties of 1867, 110½@111½; U. S. Five-Twenties of 1868, 111@111½; U. S. Ten-forties at 108½@108½ ex-coupon; U. S. Six per cent. currency bonds, 113½@114.

State bonds have been in less confident demand, at less buoyant prices.

Railway bonds have been in good request at generally firm prices. Central Pacific Sixes have been selling freely, closing at 95½@96. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in fair request, for investment purposes, at 90 per cent. and ac-

crued interest. Union Pacific Sixes closed at 83½@83½.

Railway and miscellaneous share property has been less active, and more variable as to values, closing heavily and irregularly. Union Pacific stock closed at 27½@27½; Ohio and Mississippi at 48½@48½. Western Union Telegraph at 56½@56½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 1.	March 8.	March 15.
Consols	91½	91½	91½
U. S. 5-20's of 1862...	91½	92½	92½
U. S. 5-20's, 1865	91½	91½	91½
“ 1867	90½	90½	90½
“ 10-40's	88½	89½	88½
Erie	19	19	18½
Ill. Central.....	109½	109½	110½
At. and Gt. West....	—	30	30½

General business has shown a fair degree of activity in the line of foreign imports at fairly supported prices, as a rule. In domestic produce, the movements have been on a moderate scale, with rather more firmness noted in Breadstuffs, Provisions, and Cotton. Naval Stores and Petroleum have favored buyers, under freer offerings. Middling upland cotton closed on Wednesday at 14½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,057,248 bales, against 2,221,607 bales same time last year; exports 1,963,771 bales, against 1,323,636 bales same time last year; stock at the ports, at latest dates, 702,344 bales, against 531,597 bales same date 1870.

At the Live Stock markets, Beesves have been plenty and slow of sale at 9@15½c.; Veal Calves in fair request, at 5@11c; Sheep, dull, at 4½@9c., and Swine, at 7½@7½c. per lb., all live weight. Milch cows, quiet at \$40@\$100, each. The week's receipts were 5,200 Beesves, 54 Cows, 1,147 Veal Calves, 18,969 Sheep and Lambs, and 14,529 Hogs.

Ocean freights have been less active and quoted easier. For Liverpool, cotton at 1½@1½d. by sail and 1½@3½d. by steam, per lb.; flour at 2s.2s. 3d. by sail, and 2s. 6d. @2s. 9d. by steam, per bbl.; grain at 5@5½d. by sail, and 6d. by steam, per bushel; and heavy goods at 15s. @27s. 6d. by sail, and 25s. @40s. by steam, per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.—South Carolina 6s, new Jan. and July, 65½; do., April and Oct., 69; Arkansas 7s, issued to L. R. and Ft. S. R. R., 58; do. M. O. and R. R. R. R., 48; Georgia 7s, gold, 93½; North Carolina 6s, Special Tax, 20; do. Fund Act, 1866, 36; Michigan 6s, 1879, 99; N. Y. State 7s, Bounty Loan reg., 107½; Alabama 8s, 100½; Louisiana 6s, old, 69; do. new, 68; do. 6s, Levee bonds, 73½; do. 8s, Levee bonds, 88; Morris and Essex const. bonds, 90; Albany and Susq. 2d mort., 93; Great Western 1st mort., 1888, 88; Ohio and Mississippi consol. bonds, 89½; North Missouri 1st mort., 83½; do. 2d mort., 59; Hannibal and St. Joseph 8s conv., 108; Milwaukee and St. Paul 1st mort., Iowa Div., 87½; Pacific 7s, guar. by Mo., 96½; Toledo and Warbush 1st mort., St. L. Div., 80½; Cedar Falls and Minnesota 1st mort., 84; Central of New Jersey new bonds, 100½; Toledo, Peoria and Warsaw 1st mort., W.D., 83½; St. Louis and Iron Mountain R. R., 49½; do. 1st mort., 89½; New Jersey R. R., 118½; New York and New Haven R. R., 148; Long Island R. R., 60;

Am. Dock and Imp. 7s, 96; Long Dock bonds, 86; American Coal, 40; Consol. Coal of Md., 83½; Maryland Coal, 35; Spring Mt. Coal, 48; Pennsylvania Coal 220; Cumberland Coal and Iron, 84; Quicksilver pref., 20½; Western Union Telegraph, 56½; Brunswick City Land, 8; Wells-Fargo Exp., 48; U. S. Exp., 48½; Am. Mer. Union Exp., 47½; Adams Exp., 69½; Central Gold, 0.10; Consol. Gregory gold, 0.45; Grass Valley gold, 0.25; Smith and Parmalee gold, 0.45.

Philadelphia.—Philadelphia and Reading deben, bonds, 80; do., 6s, 1844-80, 96; Pennsylvania General mort. reg., 94; Belvidere Delaware 2d mort., 85½; Lehigh Nav. conv. loan, 80; Pennsylvania and New York Canal, 7s, 94; West Jersey R. R. 6s, 91½; Sunbury and Erie 7s, 101½; Warren and Franklin 7s, 87; Delaware Division Canal, 45½; Fifth and Sixth streets R. R., 42; Oil Creek and Allegheny River R. R., 48½; do. 7s, 83½; New York and Middle Coal Fields, 5½; Fulton Coal, 5½; Dazell oil, 0.44; Allegheny County 5s, 78. The latest quotations are: City 6s, 101½@101½; do. free of tax, 101½@101½; State 5s, coupon, 103@103; do. 6s, W.L., 103@—; do. 1st series, 103½@103½; do. 2d series, 105@105½; do. 3d series, 107@108; Reading, 51½; 51; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 96@96; Camden and Amboy, 116½@116½; do. mort. 6s, 1889, 95½@96; do. 1883, 93½@93½; do. 1889, 93½@—; Pennsylvania R. R., 61½@61½; do. 1st mort., 101@101½; do. 2d mort., 102½@103; do. Gen'l mort. coupon, 92@92½; do. reg., 94@95; Little Schuylkill R. R., 44@44½; Morris Canal, 33@39; do. pref., 84@86; do. 6s, 86@88; do. scrip 7s, 70@75; Susquehanna Canal, 5@8; do., 6s, 46½@50; Schuylkill Nav., 83½@85½; do. pref., 16½@17; do. 6s, 1882, 75@76; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93½@94½; do. 5s, 62@—; Lehigh Coal and Navigation, 35@35½; do. 6s, 1884, 85½@85½; do. R. R. Loan, 91@91½; do. Gold Loan, 88½@89; North Pennsylvania, 46@46½; do., 6s, 98@98½; do., 7s, 95@96; do. Chattha 10s, 114@—; Philadelphia and Erie, 27@27½; do., 6s, 94½@95½; Minehill, 51½@51½; Catawissa, 12@15; do. pref., 40½@40½; Lehigh Valley, 60½@60½; do. 6s, 96½@96½; do. 7s, reg., 99½@—; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 55@56; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 25½@25½; Green and Coates 43@46; Chestnut and Walnut, 46@46½; Hestonville, 16½@17½; Union, 52@—; Germantown, 30@30½.

Boston.—Maine Central R. R. 6s, gold, 99; Ft. Wayne, Jackson and Saginaw 8s, 90; Vermont Central and Vermont and Canada 8s, 1877, 108; Old Colony and Newport 7s, 1877, 108; do., 6s, 96; Connecticut and Passumpsic Rivers pref., 91½; do., 7s, 1876, 99; Kansas and Cameron R. R. 10s, 1892, 109; Boston and Lowell R. R. 6s, 1879, 98½; Vermont Central 1st mort., 87½; do. 2d mort., 44; Maryland and Delaware R. R. 6s, 1885, 59½; Cedar Rapids and Missouri R. R. 7s, 1891, 87½; do., 1916, 86½; Philadelphia, Wilmington and Baltimore 6s, 1887, reg., 94; Stanstead, Shefford and Chamby 7s, 1887, 88½; Dixon, Peoria and Hannibal 8s, 96½; Illinois Grand Trunk 8s, 99; Missisquoi 7s, 86; Hannibal and St. Joseph 8s, conv., 108½; Michigan Central 8s, 1890, 108; Burlington and Missouri River R. R. 8s, in Nebraska, 96½; Ogdensburg and Lake

Champlain 8s, 1879, 102½; Sullivan and Erie 1st mort. 7s, 1886, 75; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 101½; do., 2d mort., 102; Leavenworth, Lawrence and Galveston 10s, 101½; Ottawa, Oswego and Fox River Valley 8s, 95½; Rutland R. R., 43½; pref., 84½; do., 8s, 1880, 100½; Norwich and Worcester, 112½; Portsmouth, Gt. Falls and Conway R. R., 111½; Indianapolis and Cincinnati R. R., 7½; Cincinnati, Sandusky and Cleveland R. R., 25; Eastern (N.H.) R. R., 118½; Cape Cod R. R. 71½; Berkshire R. R., 80½; Boston Water Power Co., 82½; Cary Imp. Co., 10½; New Hampshire 6s, 1871, 101½; Maine 6s, 1889, 100½; Connecticut 6s, 99; Massachusetts 6s, 1876, gold, 106½; Cincinnati 7-30s, 105; Salem 5s, gold, 99½; Albany 6s, 1892, 95; do., 1896, 90; Portland 6s, 1888, 95½; do., 1892, 97; St. Louis 6s, 1887, 88; do., 1877, 92; Minneapolis 8s, 1910, 95; Chicago 7s, 1884, 99½; Bangor 6s, 90; Brooklyn 6s, 1881, 91½; St. Paul 6s, 1898, 71½; Hartford 6s, 1881, 97½; Boston 6s, currency, 101½; Astor Mining Co., 15c.; Hancock, 1½; Calumet, 160; Allouez 1½; Humboldt, 40c.

Baltimore.—Maryland Defense bonds, 104; Virginia 6s, old, reg., 58; do., coupon, 65; do., 6s, 1866, reg., 65½; Virginia and Tennessee 8s, 83½; Orange and Alexandria 3d mort., 86; Orange, Alex. and Manassas bonds, 78½; Richmond and Danville 7s, 77½; Central Ohio R. R. 29½; Baltimore Copper, 1½. The latest quotations are: Pittsburgh and Connellsburg 7s, 1898, 91@91½; Baltimore and Ohio, 137@140; do. 6s, 1875, 94½@95; do., 1880, 94@95; do., 1885, 96½@97; Northern Central, 40½@40½; do. 6s, 1885, 92½@93; do., 1900, 89½@89½; do. 6s, 1900, gold, 91½@92; N. W. Va. 1st mort., 96@98; do., 2d mort., 96½@97½; do., 3d mort., 1885, 88@—; Marietta and Cincinnati 7s, 1892, 92@93½; do., 2d mort., 88½@84; Central Ohio, 29½@29½; do., 1st mort., 85@85; Western Md. 1st mort., 6s, 1890, 76@80; do. guar. by Baltimore City, 90@96; do., 2d mort. guar., 90@95; do., 2d mort. pref., 60@62; do. 6s, guar. by Washington Co., 81@82½; Richmond and Danville bonds, 76½@78½; Orange and Alexandria 1st mort., 6s, 86@88; do., 2d mort., 6s, 75@77; do., 3d mort., 8s, 85@86; do., 4th mort., 8s, 76@78; Orange, Alex. and Manassas 7s, 78½@79½; Virginia and Tennessee 8s, 83½@84; do. 6s 1st mort., 80@—; do. 6s, 2d mort., 72½@72½; Baltimore 6s, 1875, 98½@98½; do., 1884, 96@97; do., 1886, 96@96½; do., 1890, 95@95½; do., 1893, 96½@98; do., 1900, 96@96½; do. 5s, 1838-70, 81@82½; Memphis City 6s, 55@55½; Maryland Defense Loan, 1883, 104@104; City Passenger R. R., 20@20½; George's Creek Coal, 61@65.

TREASURY DEPARTMENT,
STATE OF ARKANSAS,
LITTLE ROCK, March 1, 1871.

The Semi-annual Interest, due April 1, 1871, on Arkansas State Seven per cent. bonds, will be paid on and after that date, at the Union Trust Company, No. 73 Broadway, New York.

HENRY PAGE, State Treasurer.

Columbus and Circleville (Ohio) R. R. Co. has lately been reorganized to build a road from Columbus south, about twenty-five miles, to Circleville, in Pickaway county, on the Cincinnati and Louisville Railroad. The capital stock is \$500,000.

JACKSONVILLE, PENSACOLA AND MOBILE R. R.

We learn that this road, is to be pushed, at once from the Apalachicola River, westward to its terminus at Mobile. In reference to this, a Tallahassee paper says: "The Jacksonville, Pensacola and Mobile Railroad will not pause at the Apalachicola, for, beyond that river, on through to Pensacola and Mobile, is a field from which, with its connections at Mobile, reaching into the interior of Alabama, and on to New Orleans, the road will derive enormous accessions to its prosperity. There is no part of Florida which will be more benefitted by such an enterprise, or which gives greater promise of remunerative return for the outlay of the necessary capital, than the eight counties west of the Apalachicola River, constituting what is known as West Florida, which embraces about 10,000 square miles of territory, containing nearly one-fifth of the entire population, and paying fully one-fifth of the resources of the State."

Fairbanks' Scales.

A Fairbank's Patent Iron Frame Railroad Track Scale, with a platform 123 feet long and 150 tons capacity, was built at Pacherton, Pa., on the Lehigh Valley Railroad, in 1868. The scale has been in constant use since that time. The Superintendent reports that, in the year 1870, cars loaded with coal were weighed amounting in the aggregate, including the cars, to 4,690,058 gross tons; or, deducting the cars, 2,810,020 gross tons of coal. This would require 281,002 cars of ten tons each, and in three hundred working days of ten hours each, it would give but thirty-eight seconds of time for weighing each car. To accomplish this enormous work, the scale is placed in an incline plane, down which the cars are run without an engine. The trains are "broken up" into sections of from three to six cars each, and allowed to pass over the scale at the rate of four or five miles per hour. The weight of the train is ascertained, while thus in motion, by means of a patent beam located at the end of the scale—the weigh-master is not required to handle any weight. The train is "made up" and the engine attached after it passes the scale. After the scale had been subjected to this severe use, a "test car," loaded with sealed weights, was run on, and the scale was found to be in perfect order, and ready for another year's service without repairs. —*St. Johnsbury Caledonian.*

U The earnings of the Union Pacific railroad in February, 1871, were \$805,769; and the expenses, \$168,772 95—leaving the net earnings \$137,596 05. In February, 1870, the earnings were \$500,189 42, the expenses, \$449,838 67, and the net earnings, \$50,300 75—showing a decrease in earnings of \$194,370 42, with a decrease in expenses of \$281,665 72—making the increase in net earnings, \$87,295 30.

U The earnings of the Central Pacific Railroad in February, 1871, were \$481,085; in February, 1870, \$394,176—increase, \$86,909. For the first two months of 1871 the earnings were \$1,017,583; and for the first two months of 1870, \$807,280—an increase of \$310,308.

U The Baraboo Air-Line Railroad Company has been consolidated with or absorbed by the Chicago and Northwestern Railroad Company. Work on the new road, through the Baraboo Valley, is pushing forward with renewed vigor.

RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSELER, 24 Broad Street, New York.

NEW LOAN OF THE UNITED STATES.

IMPORTANT CIRCULAR.

TREASURY DEPARTMENT,
WASHINGTON, Feb. 28, 1871.

Public notice is hereby given, that books will be opened on the 6th day of March next in this country and in Europe, for subscriptions to the National Loan, under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved Jan. 20, 1871.

The proposed loan comprises three classes of Bonds, namely:

First—Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second—Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third—Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscriptions to the loan will have preference in the following order, namely:

First—Subscriptions that may be first made for five per cent. Bonds to the amount of two hundred millions of dollars, of which there will be reserved, for twenty days, one-half for subscribers in this country and one-half for subscribers in foreign countries.

Second—Subscriptions for equal amounts of each class of Bonds.

Third—Subscriptions for equal amounts of Bonds bearing interest at the rate of four and a half per cent., and of Bonds bearing interest at the rate of five per cent.

Fourth—Subscriptions for any five per cent. bonds that may not be subscribed for in the preceding classes.

When a subscription is made, the subscriber will be required to deposit two per cent. of the amount thereof in coin or currency of the United States, or in bonds of the class to be exchanged, to be accounted for by the Government when the new Bonds are delivered, and payment may be made either in coin or in bonds of the United States, known as FIVE TWENTY BONDS, at their par value.

The coin received in payment will be applied to the redemption of Five-twenty Bonds, and the debt of the United States will not be increased by this loan.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depository of the Government, quarterly, on the first days of

February, May, August and November, in each year.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues to the United States, as well as from taxation in any form by or under State, municipal or local authority.

State, municipal or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

The bonds will be issued at the United States Treasury, but the agents for the negotiation of the loan in Europe are authorized to make arrangements with subscribers for the transmission of the bonds to the agents through whom subscriptions may be received.

Subscribers in the United States will receive the new bonds of the agents with whom the subscriptions are made.

In the United States, the National Banks are authorized to receive subscriptions, and subscriptions may also be made at the office of the Treasurer of the United States, or of any Assistant Treasurer, or at the Designated Depositaries at Buffalo, N. Y., Chicago, Ill., Cincinnati, Ohio, Louisville, Ky., Mobile, Ala., and Pittsburg, Penn.

The following banking houses are also authorized to act as agents in receiving subscriptions in the United States, viz.:

NEW YORK CITY

Austin Baldwin & Co.
 Baker & Kitchen.
 A. Belmont & Co.
 Blake Brothers & Co.
 Brown Brothers & Co.
 Budge, Schiff & Co.
 Cecil, Stout & Thayer.
 John J. Cisco & Son.
 Clark, Dodge & Co.
 Henry Clews & Co.
 Jay Cooke & Co.
 Dabney, Morgan & Co.
 Thomas Denny & Co.
 Drexel, Winthrop & Co.
 Duncan, Sherman & Co.
 Flak & Hatch.
 Frank & Gans.
 Gibs., Casanova & Co.
 Glendinning, Davis & Amory.
 Hatch & Foote.
 W. T. Hatch & Son.
 Edward Haight.
 H. A. Heiser's Sons.
 Howes & Macy.
 James G. King's Sons.

Kountz Brothers.
 Leonard, Sheldon & Foster.
 Maitland, Phelps & Co.
 Marx & Co.
 Morton Bliss & Co.
 P. M. Myers & Co.
 George Opdyke & Co.
 E. D. Randolph & Co.
 Reid, Leo & Content.
 Security Bank.
 J. and W. Seligman & Co.
 Kuhn, Loeb & Co.
 Soutter & Co.
 Edward Sweet & Co.
 Moses Taylor & Co.
 Chase & Higginson.
 Trevor & Colgate.
 Turner Brothers.
 Union Trust Company.
 Van Schaick & Co.
 Vermilye & Co.
 L. Von Hoffmann & Co.
 Wells, Fargo & Co.
 Winslow, Lanier & Co.

GEO. S. BOUTWELL,
Secretary of the Treasury

MAKING UP THE DEFICIT	July 31, 1906.	March 1, 1906.
Interest on last A. m. standing		
War Debt		
Treasury notes		
Other six per cent. stocks	\$606,989,500	\$1,027,587,300
Ten-forth five per cent. stock	302,381,042	283,677,400
Other five per cent. stock	37,707,100	104,467,300
Three-year 50 per cent. notes	\$80,000,000	27,022,000
Three-year six per cent. notes	212,121,470	.....
Total funded	\$1,281,794,112	\$1,129,240,000
Greenback notes	\$478,114,700	\$366,100,075
Greenback certificates	205,822,200	25,100,000
Gold certificates	26,760,052	36,781,547
Fractional currency	17,283,120	6,422,464
Past due notes and bonds	\$90,100,075	\$56,100,000
Total Treasury circulation	\$721,896,075	\$511,460,000
Less gold in Treasury	55,387,155	55,2
.....	\$666,612,925	\$456,100,000
Less currency balance	\$1,401,770	\$1,000,000
Net Treasury circulation	\$605,211,158	\$366,612,925
Total principal of debt	\$7,756,986,275	\$2,461,359,904
Y. early interest, in gold	\$54,419,625	\$2,258,100
Y. early interest, in currency	\$71,12,425	\$1,349,000
Total amt of interest charge	\$151,582,061	\$15,589,600
	14.5	.....

maximum
Debt as of
July 31, 1866. **War Debt**
last Adm'n standing debt
March 1, 1869. **March 1, 1871**
\$600,669,500 \$1,662,587,380
\$600,669,500 \$1,424,008,100
\$600,669,500 \$983,678,100

Journal of Railroad Law.
**RAILROAD COMPANIES—CONTRACTORS—LAW OF
ENFORCEMENT.**

The case of *Owen vs. The New York Central Railroad Company* (1 Lansing, 108,) was an action for damages for injuries received by the plaintiff while in the employment of the defendant as brakeman. It appeared that Owen, who had two years previously, been in the service of the company for several months, as brakeman on freight trains between Rochester and Syracuse, was in August, 1864, re-employed to act in the capacity between the same points. In September, succeeding his re-employment, while upon the roof of a freight car in a train moving upon his route, he was brought in contact with a road bridge crossing over the track, and sustained severe injuries. The jury returned a verdict for the defendant.

The following is the able opinion of the Court delivered by

JOHNSON, J.—If the learned Justice, before whom this cause was tried, committed any error in disposing of it at the trial, it was not an error of which the plaintiff can complain. He should, undoubtedly, at the close of the evidence, have nonsuited the plaintiff, or ordered the jury to find a verdict for the defendant, as requested. The risk of injury, by means of the passage of the cars under the bridge in question, must be held to have been assumed by the plaintiff, when he entered the defendant's service as a brakeman on the train. He had been in the defendant's employ in the same capacity, and on the same train before the present employment for a year or more, at which time he had passed daily under the same bridge, which has been at its present height ever since the road was constructed. The danger was open and obvious, and within the plaintiff's personal knowledge, at the time he entered the defendant's service the last time. It was a danger clearly incident to the service he undertook to perform. He knew, as well as his employer, the perils of the business, at least as respects the bridge in question, and the law will imply that he assumed the risk of personal injury. (*Shearman vs. The Rochester and Syracuse Railroad Company*, 11 N. Y. R., 153, and the cases there cited: *Faulkner vs. The Erie R. R. Co.*, 49 Barb., 324.) Citation might be multiplied to any extent, but it is unnecessary. The decision in the case of *Warner vs. The Erie R. R. Co.*, (49 id., 558,) has been overruled by the Court of Appeals. (S. C. 39, N. Y. R., 468.) The rule is well settled.

But if the rule were otherwise, upon the evidence in this case, the plaintiff was not entitled to recover upon another ground. The injury was caused by his own negligence. He admits that he knew this was a low bridge and he must have known that he could not pass under it while on the top of the cars without injury, unless he stooped or lowered his person sufficiently to avoid a collision. He might have avoided all injury by the exercise of the most ordinary care and caution. In this view of the case, the objections taken to the charge are of no moment. It answers, also, the exception to the ruling, including the evidence offered by the plaintiff, that other persons had been killed at the same crossing. That evidence was wholly immaterial, if the plaintiff took upon himself the risk of injury to

his person from that structure, as he undoubtedly did. The order denying a new trial must therefore be affirmed, and judgment ordered upon the verdict.

Order affirmed.

Union Pacific Railroad.

The annual meeting of this corporation was held in Boston on the 8th inst. The meeting was called to order by Hon. Oliver Ames, President of the corporation, who submitted his annual report, as follows:

During the past year, on account of the great depression of business in California, the earnings of our road have not been as large as we anticipated; but, with the very rigid economy inaugurated in every department of our business, we have the utmost confidence that during the ensuing year, our net earnings will be sufficient to pay the interest on all our bonds. We have very much improved our road during the past year, by smoothing and perfecting the road-bed, strengthening our snow sheds where they showed signs of weakness last winter, increasing the amount of our snow fences; and so effectually has our road been protected during the past winter from obstruction by snow, that we have in no instance missed our connection at either end of our line; while the roads east, through Iowa, have been detained over twenty-four hours. The great danger anticipated from the snows of the Platte Valley and Laramie Plains has proved groundless; and the Union Pacific Railroad can be run with more certainty of being unobstructed by snows, than the railroads of New England and New York.

Our repair shops at Bryan and Wahsatch have been a source of great anxiety to us on account of the temporary nature of their construction, their liability to fire and the difficulty of removing our locomotives, should a fire occur. We decided last fall to remove from these shops, and put up new stone shops at Evanston, of sufficient capacity to accommodate the machinery and store the engines now sheltered at both of these shops. We commenced the construction of our shops at Evanston, but not early enough to complete them before the winter set in with such severity as to force us to postpone their completion till spring. They will be ready for occupation early in May. They are finely located on Bear river, with an abundance of pure water, and in the immediate vicinity of one of the most extensive coal fields on this continent.

The want of a bridge over the Missouri river at Omaha, to connect the eastern railroads with the Union Pacific, has been one of the most annoying incidents connected with the trip to California. The uncertain and turbulent character of the river, with its shifting banks, has made its passage uncertain, and frequently extremely tedious. During the past year we have been actively at work upon the bridge, and hope to have as permanent and durable a structure as can be made, ready for use the ensuing summer.

Mr. T. E. Sickles, the chief engineer of the company, submits a report in detail, upon the construction and present condition of the Missouri river bridge, from which I extract the following facts:

The bridge is of 11 spans, of 250 feet each, 50 feet above high water, resting upon one stone abutment now completed; and 11 iron piers, all in place, and the larger part of them already sunk from 60 to 72 feet in the sand and resting in the bed-rock.

All piers will be completed by the time the superstructure is ready to be placed in position.

The pneumatic system, used in sinking the piers, is specially applicable to the construction of foundations for bridges across rivers similar to the Missouri. Lignite, bones, &c., have been found to a depth of 50 feet below low water, showing a scouring of at least that depth; and the bed-rock, when reached, shows invariably a smooth surface, worn by attrition of sand upon it.

The shortest time in which any column was sunk was seven days; and the greatest depth any column has reached in twenty-four hours was 18½ feet.

The west approach to the bridge is 7000 feet long. The material for it is very rapidly moved, and it will be completed by April 1.

The east approach is 1½ miles long, rising from the table-land in Council Bluffs to the bridge grade at 35 feet per mile. This approach requires 468,000 cubic yards of earth; and there has been put in by steam shovels and three trains of cars during the past winter 82,700 cubic yards.

With energetic prosecution of the work, Mr. Sickles is of opinion the bridge can be completed this year.

The bridge is being constructed for highway travel on the same level with the track of the railway. The revenue arising from this travel and the transportation by cars, taking as a basis the present transfer of cars, freight, and passengers, between the roads terminating in Council Bluffs, Iowa and the Union Pacific, and the foot travel between Council Bluffs and Omaha, Mr. Sickles finds to be for year 1870, at the rates charged, \$176,430. In view of the rapid growth of Council Bluffs and Omaha, which now have a population of 29,000, the large immigration induced by the cheap lands along the line of the road, the development of the Utah silver mines, and of the agricultural and mineral lands generally, adjacent to the road, with the assured great increase in the trade in Texas cattle; the estimate for 1871 may be set down to be \$275,000.

An Act has been obtained from Congress, authorizing a mortgage of the bridge. We propose, now, to issue two million five hundred thousand (\$2,500,000) dollars of twenty (20) years, 8 per cent mortgage bonds, to provide means for the completion of the bridge. The tolls on the bridge will be fixed at a rate sufficient to pay the interest on the bonds, and set apart enough to a sinking fund to redeem them at maturity. It is proposed to make the bridge a carriage-way for the accommodation of travel between the cities of Omaha and Council Bluffs, and from which it is expected to derive an income largely in excess of the additional cost, and without interference with its use for railroad purposes.

The increased facilities opened by the railroad for reaching the mining districts have greatly stimulated the development of the mines. Colorado and Utah are now opening some of the richest mines yet discovered in our country. The mines in the vicinity of Salt Lake are exciting great attention. It is estimated that from ten to fifteen thousand settlers and miners will be drawn there the ensuing season. The amount of ores to be sent over our road to smelting works east and in England is estimated to be from 500 to 1000 tons daily; while the machinery and supplies necessary to develop successfully and profitably the mines will give a very large westward business to our road. Our prospects of business from Salt Lake City and its vicinity are very encouraging; and I shall be greatly disappointed if it shall not be more than double what it was last year. Our coal mines have proved fully equal to our most sanguine expectations, both in regard to the superior quality of the coal as a steam generator and the extent of the deposit. It is believed that there is no better coal in this country for locomotive service, and none where it can be more cheaply mined. Iron ore, of very superior quality, and in vast quantities, has been discovered in the vicinity of Cheyenne and Laramie. We have promise of an iron district here that will be able to compete successfully with the most favored localities of our country. Extensive iron works must spring up on the line of our road, and we shall be furnished with cheap iron for all its uses. Coal and iron, the most necessary and essential materials for the construction and operation of a railroad, are found on the line of our road in unlimited quantities, and of the finest quality. They are the sure guarantees that our road can be maintained and operated at the lowest rates.

The sale of our lands and the settlement of the country on the line of our road have been very satisfactory: and a large increase of our business must be derived from this source. Our land agent, Mr. Davis, anticipates a very large influx of settlers the coming season, whose purchase must greatly reduce our indebtedness on Land Grant Bonds. One of the most promising sources for the increase of the business of our road is stock raising on the Platte Valley and Laramie Plains. Parties who have been in this business for the past two years have realized very satisfactory profits; and the rapid increase of the flocks and herds indicates that we may soon expect to transport hundreds of car loads of beef and cattle daily to Chicago and eastern markets. These immense plains, covered with the most nutritious grasses, which have been in past ages the pasture of countless herds of buffalo that have been driven off by advancing civilization, are now open for the flocks and herds of the enterprising settler. The pasture is unlimited, and the extent of the business is only limited to the capacity of eastern markets for consumption.

Cattle that were purchased last summer for \$18 each, and have cost but \$1 since for their care, are now being sold for \$24 each. It does not cost over from \$5 to \$8 to raise a steer up to three years old, that will weigh from eight to ten hundred pounds. These plains cannot be settled up for many years; and they offer to capital one of the most flattering openings for safe and profitable investments.

Since the opening of our road, we have been seeking to secure the transportation of the teas and silks of China and Japan. Arrangements have been recently made that will, we think, secure a large portion of this business overland; and we expect during the coming season a very large increase of our receipts from this source.

A business that has run for a long period in one channel is changed from its course with great difficulty. We shall find from year to year new business and new sources of income. The Montana business from the east, previous to last year, went almost entirely up the Mississippi river by steamboats. Last year a portion of it went over our road. This year I think it will almost entirely go over our road, leaving it at Evanston, Ogden and Corinne, for Montana, on wagons.

The great mutations which have taken place in our securities the few months past perhaps demand some explanation. After we had saved the Government millions upon millions on the cost of its transportation over the plains and to the Pacific; after we had done away with the necessity of keeping a cordon of soldiers for eighteen hundred miles, to secure the safety of emigration and of trans-continental trade; after we had opened the vast interior to settlement seven years earlier than required of us by our charter—the action of some of the departments of the Government became so hostile to us as to shake the credit of the corporation. The Treasury Department first refused to receive United States Pacific Railroad Bonds as a basis for banking, and thus lessened their mercantile value; next selected and set apart these bonds in its monthly publications of the public debt, as if not a portion of the debt of the United States, but of our road exclusively; thus apparently indicating its irresponsibility, and thereby again lessening their value; then published monthly, not only the indebtedness, with the interest, but the deficit of interest, as if due by us, and left unpaid; and then, worst of all, and hardest of all, withheld from us all our earnings in the transportation of letters, newspapers, packages, and of the army and navy, all of which hitherto we had been paid one-half of, as under act of Congress. The Treasury Department was fortified in the last act of injustice by an opinion of the Attorney General. These repeated blows against this, the great work of the age, so unexpectedly directed, shook our credit for a time; for it was soon seen and felt that no corporation could withstand such attacks, and hence those wide and wild variations in the market value of our securities. The Judiciary Com-

mittee of the United States Senate first (every member except one) offset their legal opinion, that the interest was not due, against the opinion of the Attorney General that it was all due; and every other committee in both Houses of Congress before whom the question was brought agreed with the Judiciary Committee of the Senate. Both Houses of Congress finally reversed the action of the Treasury Department and the Attorney General (the House of Representatives without a division); and the result is the restoration of the credit of the Company, with a great advance in all its securities.

OLIVER AMES,
Prest. Union Pacific R. R. Co.

Camp's Improved Dumping Car.

In order fully to test the advantages claimed for an alleged improvement on any portion of railroad equipment, without practically trying it, it is probably as well to institute a comparison between the alleged improvement and the article said to be improved by it. Applying this rule to the above mentioned improvement, we find its inventors claiming for it a capacity, on 4-8½ gauge, of *three* cubic yards. The ordinary gravel car carries *two*. Camp's car is dumped by the brakeman alone by raising a lever on each car as he passes along the train. The ordinary gravel car must have the assistance of from two to three men to dump it, according to which side has the preponderance of weight of load, and on which side it is required to be dumped. Camp's Car makes a *clean* dump, thus leaving the laborers for their legitimate work, shoveling the dirt after it is dumped instead of shoveling out each car as is frequently obliged to be done.

It will thus be seen on what the inventors of "Camp's Improved Dumping Car" base their claims to three advantages in the use of their car: 1st, It does more work. 2d, In less time; and 3d, With less expense for labor than by using the gravel car now in use. These are pretty solid advantages—on paper—and we are pleased to be able to announce that the Wyoming Valley Manufacturing Company, of Wilkesbarre, Pa., are building one of these cars for trial on the Lehigh Valley Railroad, where its performances will doubtless attract the attention of railroad men all over the country, for we believe gravel cars are about the only article of railroad equipment that have experienced no practical improvement in the past twenty years. We refer those interested to advertisement in another column.

ASHBELL WELCH, Esq., President of the "United Companies" of New Jersey, has issued to the officers and employers thereof the following order:

A negotiation is pending for the lease of our works to the Pennsylvania Railroad Company. Should suitable terms be offered by that Company our Board of Directors will undoubtedly submit them to the stockholders for acceptance or rejection. This is a question for the stockholders themselves, and not for their agents. No official interference one way or the other can, therefore, be allowed.

THE earnings of the European and North American Railway in February, 1871, were \$10,414 48. In February, 1870, they were \$10,918 29; and in February, 1869, \$9,822 31.

THE gross earnings of the Minnesota division of the Milwaukee and St. Paul Railway for 1870, were \$1,050,968 69; operating expenses, \$700,436 45; net earnings, \$350,532 04.

Northern Pacific Railroad.

The Northern Pacific Railroad bridge across the Mississippi river at Brainerd, Minnesota, was finished on the 18th inst., and the first passenger train, containing officers of the road, passed over the structure. This completes the track of the Northern Pacific, 118 miles west from Lake Superior. The grade is finished nearly to Red River, 160 miles further, and at the present rapid rate of progress trains will run to Red River before September next.

At a regular meeting of the Board of Directors of the Hudson Suspension Bridge and the New England Railway, held at New York on the 9th inst., Lieutenant-Governor Julius Hotchkiss, President of the Air Line Railroad, was unanimously elected a director. Arrangements are now being made to push the work vigorously.

CHIEF ENGINEER'S OFFICE,
CHESAPEAKE AND OHIO RAILROAD,
RICHMOND, VA., March 11, 1871.

NOTICE TO CONTRACTORS.—Sealed proposals will be received by the undersigned, at Richmond, Va., until 12 M. March 30th, 1871, for the construction of SHOPS at Huntington, W. Va., on the line of the Chesapeake and Ohio railroad, near the Ohio river. Proposals will be made for the wood, iron, stone and brick work, and for the sewerage, plumbing, windows and doors, separately.

Plans and specifications can be seen at the office of the company in Richmond and Huntington on and after the 20th instant.

H. D. WHITCOMB,
Chief Engineer.

ENGLISH AND SCOTCH FIRE BRICK

In Store and to Arrive
AT NEW YORK AND BOSTON.

S. L. MERCHANT & CO.,
76 South Street, NEW YORK.
27 Central Wharf, BOSTON.

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

A CAPABLE MAN desires a business position. Address K. D., Box 140, Tribune Office.

PHILLIPSBURG Manufacturing Company.

MANUFACTURERS OF

Hot Pressed Nuts $\frac{1}{2}$ in. for $\frac{1}{2}$ in. Bolts to $\frac{3}{4} \times 2$ for 2 in. Bolts either Square or Hexagon.

Bridge and Truss Bolts $\frac{1}{2}$ in. to $\frac{3}{4}$ in. in diameter any length with upset ends.

Car Bolts either Blank or Finished.

Machine Bolts Square or Hexagon Heads and Nuts.

Car Forgings, Car Trucks, and Iron work for Cars in general.

Coch or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets. Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG,
Warren Co., N. J.

THOMAS D. BURTON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.

ALBERT C. McNALLY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.]

THE

McNairy & Claflen Mfg. Co.,
PROPRIETORS,

BUILDERS OF
Railway & Highway
BRIDGES,
ROOFS,
Turn Tables, Transfer
Tables,

OF IRON AND WOOD.
Railroad Passenger &
Freight Cars,
Street Railroad Cars.

Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Running
Gear and Brake; also Substructures of
Pneumatic and Screw Piles.

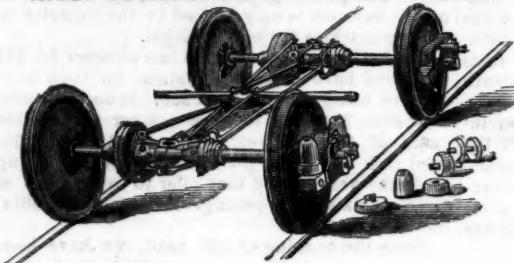
Offices: Waring Block, Cor. Bank
and St. Clair Sts.

Works: On Wason, Hamilton and
Lake Sts.

CLEVELAND, OHIO.
SIMEON SHELDON, Engineer.



The Lightest Running, Easiest Riding, and
most Economical Street Car in use.



Higley's Patent Street Car Running Gear and
Brake, Made and Sold by the McNairy
& Claflen Manufacturing Co.,
Cleveland, O.

HARVEY T. CLAFLEN, Supt.

JOHN COON, Sec'y.

Rolling Mill Property FOR SALE, OPPOSITE NEW YORK CITY.

The well-known NORTH RIVER or DURBIN ROLLING MILL, situated at Prospect and North 5th St., Jersey City, New Jersey. The Real Estate consists of sixteen city lots, 25x100 feet each, with two large Dwelling Houses, well built and in good order. Also a large building occupying two lots, suitable for a Machine Shop or other purposes, a Stable, &c.

The Rolling Mill was built for the manufacture of Locomotive and other descriptions of Boiler Tank and Plate Irons, contains a heavy Roll Train, Engines, Furnaces, Machinery, &c. to suit, in good order. It can be seen running, and has been successfully run from its establishment in 1855. Situated near the Hudson River, a short and nearly equal distance from all the New Jersey Railroad Depots and Ferries, the Erie Depots and Ferries and the Hoboken or Delaware & Lackawanna Depots and Ferries, from its proximity to the New York Market, the large Locomotive and Railroad Shops of the City and Paterson, the facilities for forwarding to all points by water or railroad, it cannot be surpassed.

The Real Estate is rapidly increasing in value the vast R. R. Interests and dock improvements mentioned having taken up almost the entire River front and space below the mill property from the Cortland St. to Hoboken ferries. The reputation and business established. The Proprietor intends retiring from the business, and for further particulars can be addressed or seen daily at the

Office, 140 HUDSON STREET,
Jersey City N. J.

In the First National Bank Building.

Propositions for Lease or Selling the Machinery for removal entertained.

Map can be seen and General Information may be obtained also of Wm. H. WALLACE & CO., Corner of Liberty and Washington Streets, N. Y., City Agents; and R. R. CHRISMAN, Supt. Central Iron Works, Harrisburgh, Pa. (formerly a Proprietor.)

Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

IRON AND STEEL,
Also Agents for

Oxford Iron Company, Oxford,
OUT NAILS AND SPIKES,
AND RAILROAD SPIKES.

Agents "New Haven Car Company."

CHESAPEAKE AND OHIO RAILROAD.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned, at Richmond, Va., until 12 M. 28th March, 1871, for the graduation and masonry on one hundred and eight miles of this road west of White Sulphur Springs, it being all the remaining unfinished portion of the road not now under contract. The work embraces 3,000,000 cubic yards in open cutting, 27,000 cubic yards in tunnels, and 60,000 cubic yards of masonry, of all classes, and is to be completed May 1st, 1872. Profiles and specifications can be had after the 14th March, at the offices of the company, 54 William street, New York; at Richmond, Va., and at Huntington, W. Va. Plans for and proposals for building the iron superstructure of the New River Bridge, at Miller's Ferry, Fayette county, W. Va., will be received at the same time and place. There will be two spans of 250 feet each, and two of 70 feet each. Parties submitting proposals should see the site of the bridge, where further information may be had from the engineer in charge. This bridge must be completed by December, 1871.

H. D. WHITCOMB,
Chief Engineer C. & O. R. R.

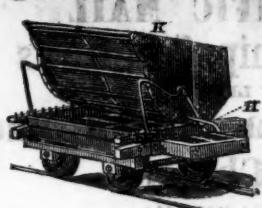
The International Banking House

OF

BRELAZ, ABT & CO.,
121 Regent Street, W.,
LONDON.

THE PARTNERSHIP HERETOFORE EXISTING under the firm name of Burton & Macdonald, engineers and contractors, is hereby dissolved by the withdrawal of Charles Macdonald. Existing contracts will be completed by the late firm, and either party may sign in liquidation.

Dated March 1, 1871, 80 BROADWAY, New York.
A. B. BURTON, CHARLES MACDONALD.

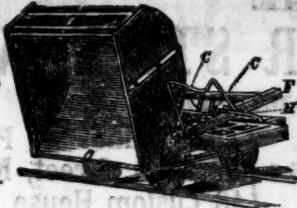
CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS.



N. H. CAMP.

Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.
The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

MORTON, REED & CO.,
No. 65 South Gay St., Baltimore, Md.,
MANUFACTURERS' AGENTS

FOR THE SALE OF

American & Foreign Rails,
STEEL OR IRON
AND

Railway & Machinists' Supplies
OF EVERY KIND.

Locomotive and Mining Engines,
Narrow Gauge Cars, and Engines,
Freight, Box & Passenger Cars, &c.

W. G. CHITTICK,
35 WALL ST., NEW YORK,
Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS

A General Banking Business.
Loans Negotiated and Investments Made on Favorable Terms.
Orders for Stocks and Gold carefully executed at the Regular Boards.
Prompt Attention given to every Branch of the Business.

RIEHL BROS.,
9th and Coates, Phila.,
93, 95 and 97 Liberty Street, New York
LATE IMPROVED STANDARD



Our Patented Double Beam Wrought Iron Lever Railroad Track Scale acknowledged the BEST.

DRAWING MATERIALS.
TRACING CLOTH, DRAWING PAPERS AND Mathematical Instruments for Architects, Engineers, etc.

KEUFFEL & ESSER,
116 Fulton St., N. Y.

Catalogues sent on application.

NOTICE

To Contractors and Bridge Builders.

DEPARTMENT OF SURVEYS,
224 S. Fifth St., Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until 3 o'clock P. M. April 15, 1871, for the CONSTRUCTION OF A BRIDGE over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, and its approaches, to extend from Twenty-fifth and Spring Garden streets, in the Fifteenth ward, to Thirty-second and Bridge streets, in the Twenty-fourth ward, a length of about 2,730 feet.

Proposals will be received for the Bridge superstructure over the river, including all materials, workmanship and erecting ready for use. It will be 340 feet span, of wrought iron, and also two trusses for Thirtieth street, 80 feet span, of wrought iron. Detail plans of these bridges, conforming to specifications, to accompany proposals.

Proposals for all the iron work on approaches will be accepted separately, to be erected complete for use, as per plans and specifications.

And separate proposals for the graduation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of contract. The city reserves the privilege of rejecting any and all bids that may not be satisfactory.

Payments will be made monthly in bonds of the city of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond, for the sum of five hundred (\$500) dollars, has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise incident thereto shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3½ o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained on and after the 16th inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

Manhattan Oil Company,
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:
James M. Motley, Nathan A. Baldwin,
Edward Rowo, J. Carothers,
T. M. Niven, George W. Quinard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

RAILROAD IRON.

1,000 tons LYNNVIE VALE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN, Now in yard and for sale
by

DANAS & LITCHFIELD,
18 William street.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,
MANUFACTURERS OF

HAMMERED AND ROLLED
CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to Order.

JAS. R. THOMPSON, J. H. GAUTIER, B. ILLINGWORTH, Late of Pompton & D. G. GAUTIER, H. DICKINSON, Elma Steel Works

MILLIKEN & BOLLER,
40 Exchange Place, New York,

SOLE AGENTS FOR

Phoenix Iron Company,
MANUFACTURERS OF

Wrought Iron Beams, Girders,

PATENT

WROUGHT IRON COLUMNS,

WELDLESS LINKS,

AND ALL

Bridge Irons Generally.

—ALSO—

Rails, Suspension Joints,

AND

DOUBLE-LIPPED CHAIRS.

S. MILLIKEN, JR. ALF. P. BOLLER, Civ. Eng.

VOSE, DINSMORE & CO.,
National Spring Works,

MANUFACTURERS OF

VOLUTE

RUBBER CENTER SPIRAL,

Compound Spiral,

INDIA RUBBER,

DINSMORE SPIRAL

AND OTHER

Railway Car Springs,

No. 1 Barclay Street,

NEW YORK.

No. 15 La Salle Street,
CHICAGO.

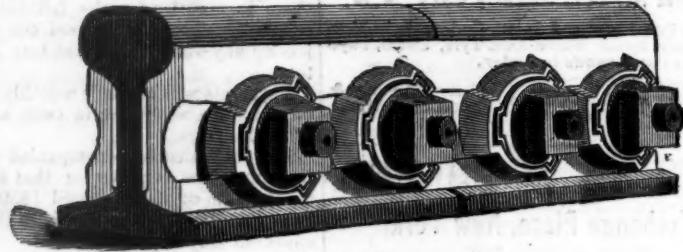
THE
WILLIAM BUTCHER STEEL WORKS,
 OF PHILADELPHIA, PA.

SAMUEL HUSTON, Pres'.
 WM. BUTCHER, Gen'l Supt.
 H. P. RUTTER, Sec'y & Treas.

OFFICES : { 407 Walnut St., Philadelphia.
 { 59 John Street, New York.
 { 18 Custom House St., Boston.

CRUCIBLE CAST STEEL TYRES,
 Axles, Fire Box and Boiler Plate,
REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,
 Special Tool Steel, Shafts, and all kinds of Steel Forgings,
WILLIAM TOOTHE,
 GEN'L SALES AGENT,
 P. O. BOX 3066, NEW YORK.

**PRATT'S
 PATENT COMPENSATING FISH-JOINT,**



MADE BY

**VERREE & MITCHELL,
 IRON AND STEEL MANUFACTURERS,
 No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
 That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

PETELER PORTABLE RAILROAD CO.

OFFICE, 42 BROADWAY, NEW YORK.

TO CONTRACTORS, MINERS, ETC.



By this invention one horse does the work of ten, and one man the work of eight.

Extensively Used, Highly Approved by all.

CARS & TRACKS FOR SALE OR TO LET.

Samples at the Office. Illustrated Circulars free.

State and County Rights For Sale.

**PACIFIC MAIL
 Steamship Company's
 LINE TO
 California, Japan and
 China.**

VIA PANAMA,
 CARRYING MAILS, PASSENGERS AND
 FREIGHT TO
 KINGSTON, JAMAICA, AND PACIFIC COAST
 OF MEXICO, CENTRAL AMERICA, PERU,
 AND CHILI.

March 20, steamer HENRY CHAUNCEY, Capt. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston, and connecting at Panama with steamer Sacramento, Capt. Farnsworth, touching at Punta Areñas, San José, Guatemala, Acapulco, and San Diego, Cal., and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of 17th inst.

Steamer JAPAN will leave San Francisco April 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.
 Steamer RISING STAR will follow, and sail March 30.

**EDWARD W. SERRELL,
 CIVIL ENGINEER,
 78 & 80 BROADWAY,
 NEW YORK CITY.**

Railroads, Bridges, Explorations.
 Particular attention given to the Examination of
 Public Works for Capitalists seeking Investments.

**DUNCAN, SHERMAN & CO.,
 BANKERS,
 Corner of Pine and Nassau Streets,
 NEW-YORK.**

Issue CIRCULAR NOTES AND LETTERS OF CREDIT FOR TRAVELLERS, available in all the PRINCIPAL CITIES OF THE WORLD.

ALSO
 TELEGRAPHIC TRANSFERS of Money
 made to EUROPE or CALIFORNIA, on
 favorable terms.
 INTEREST ALLOWED ON DEPOSITS.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANUFACTURE THE Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

**RITCHIE & BOYDEN,
 15 R. R. Avenue, Newark, N. J.,
 Opposite Market st. Depot.**

**\$18 IMPROVED
 WALTHAM WATCHES.**

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE.

H. O. FORD & CO.
 Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.